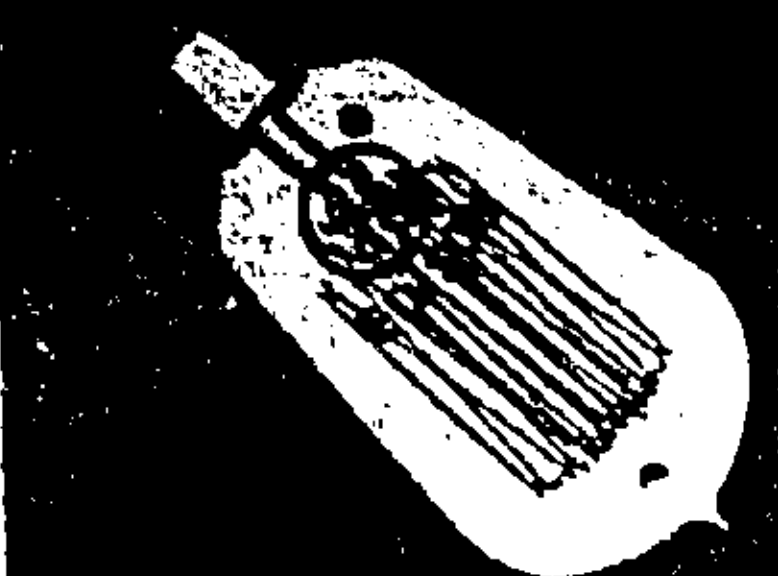


EDISON LAMPS



EDISON LAMPS

The Hongkong Telegraph

(ESTABLISHED 1881.)

69239 三拜禮 號式廿月九英港香 WEDNESDAY, SEPTEMBER 22, 1920. 日壹十月八 535 PER ANNUM.

REUTER'S TELEGRAMS.

THE FRENCH PRESIDENCY.

WILL M. MILLERAND STAND?

Paris, September 20. It is stated in the Lobbies that M. Millerand has agreed to stand for the Presidency.

M. MILLERAND'S STATEMENT.

Later. M. Millerand, in a statement, is of the opinion that nowhere could he do such useful work as Premier. Nevertheless, if the majority of the two Chambers considered his presence at the Elysee preferable to his pursuit of the national policy he had carried out since his assumption of the Premiership he would not remain deaf to an appeal by the nation's representatives. It is felt that M. Millerand's acceptance of the candidacy has solved the Presidential crisis. Both in the Senate and Chamber it is regarded that his election is a foregone conclusion, no other candidate being officially mentioned. The favourites for the Premiership are M. Jonnart and M. Briand.

THE COAL CRISIS.

MINERS' DELEGATES TO DECIDE.

London, September 20. After the tea interval, the Miners' Executive met privately for two hours at the Board of Trade and subsequently dispersed without meeting Sir Robert Horne, who was awaiting them. It is generally assumed that the whole matter will be placed before the National Conference of miners' delegates meeting in London to-morrow, when the Executives will put upon the delegates the responsibility of deciding the character of future action.

SIR ROBERT HORNE'S FUTURE APPEALS.

London, September 20. The official report of to-day's Coal Conference shows that Sir Robert Horne again eloquently appealed to the miners to accept an impartial tribunal with reference to wages, but the miners' representatives persisted in their refusal, declaring that the Government had all the facts and was itself in a position to decide. They declared that unless the wage demand were conceded it would be impossible for them to recommend a continuance of work at to-morrow's conference of the miners' delegates. Sir Robert Horne reminded the miners of the great interest they professed in the consumer getting cheaper coal and that a refusal of an impartial tribunal, followed by a strike, would result in the consumer having to pay more. Sir Robert Horne advanced other arguments, but all vainly.

THE ITALIAN LABOUR CRISIS.

WAGES SCALE AGREED UPON.

Rome, September 20. A conference at the Ministry of the Interior between delegates of the employers and employed has agreed that the new wages scale be retroactive to July 7, payment of wages sought by the workmen during the period they occupied the factories being excepted. The *Messaggero* learns that the General Confederation of Labour has ordered the workmen to leave the occupied factories and resume work normally. It also assures that order will be respected.

FURTHER TURBULENCE REPORTED.

Later. The *Times* learns from Milan that although the Confederation of Labour has ordered the workers to evacuate the commandeered factories, turbulence still continues at Turin. Another chemical factory was seized on September 18 after a struggle, while a fight between metal workers and carabinieri occurred at Brescia.

THE MESOPOTAMIA FIGHTING.

A BELEAGUERED GARRISON.

London, September 20. The garrison at Kura has been beleaguered for some weeks but it is inferred that it is satisfactorily supplied with necessities and ammunition by the Air Force, for, according to a War Office Mesopotamia communiqué, the latest aerial reconnaissance ascertained that a request was only being made for tobacco and cigarettes. The request was conveyed by a sign painted on the roof. The truculent Sheikh, Dhari, has been located 25 miles north-west of Baghdad with a following and 1,000 camels. An aerial attack was made, which inflicted considerable casualties. In North-West Persia the Persian cossacks report that a Bolshevik aeroplane dropped four bombs at Imamza.

THE IRISH SITUATION.

A SERIOUS RAILWAY DEVELOPMENT.

London, September 20. A serious development has occurred in the Irish munitions dispute. The Great Northern Railway has suspended traffic from Dundalk to Enniskillen, making 563 miles of the three Irish trunk lines without passenger traffic, the curtailment of which is the direct result of the refusal of men to transport ammunition. This has dealt a heavy blow to Irish trade.

RUSSO-POLISH FIGHTING.

London, September 20. The fighting continues their heavy retreat in the district of...

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

STRAITS SHIPPING FATALITY.

CAUSE OF THE DEATHS.

Singapore, September 21. The funerals of the victims aboard the stranded *Altengurg* were very largely attended. It appears that the deaths occurred owing to attempts to rescue those first overcome, and are believed to be due to carbon monoxide.

BORNEO "SLAVERY."

THE CHARGES UNFOUNDED.

Singapore, September 21. Lord Milner has informed the Borneo Company that he is satisfied that the charges made by the Anti-Slavery Society are unfounded.

(Other Early and Special Telegrams on Page 2.)

S. S. "KANOWNA."

"A BEAUTIFUL SHIP."

At the invitation of Messrs. Mackinnon, Mackenzie and Company, agents of the Eastern and Australian Steamship Company, a number of prominent business and shipping men partook of tiffin to-day on the s.s. *Kanowna*, the commodious liner which is now on the Australian-China run. Opportunity was also taken to look over the vessel, which can truly be described as the finest boat now on this run, and all were impressed with the splendid accommodation and magnificent equipment of this latest addition to the E. and A. fleet. Tiffin was served in the commodious saloon, which is most artistically furnished and decorated, and before the party dispersed the Hon. Mr. E. V. D. Farr, who presided, expressed his pleasure at seeing so many guests aboard the latest addition of the Eastern and Australian fleet, which he thought all would agree was a beautiful ship. (Applause.) All present were more or less personally interested in the China-Australian trade, and he felt that there was at the present time a splendid opening in China for the sale of the many and various commodities that Australia could produce, and vice versa, there was a keen demand in Australia for China exports. The geographical position of Australia was eminently favourable to trade with China, and the voyage was one of the fairest weather voyages in the world, as, sighting the Philippines Islands until one got to the southern part of the Barrier Reef a most lovely and practically inland-sea voyage was experienced for about a fortnight. So who would remain ashore when at very little additional expense one could take such an interesting trip to most interesting countries in such a magnificent ship as the *Kanowna*? They all knew that "Hands across the Sea" were stretched to Australia from all parts of the Empire, and they would ask Australia to remember that Hongkong was included in that category. They all trusted that the time was not far hence when China would settle her differences and give full assistance to trade with Australia and to trade between the two continents. He asked those present to drink to the continued prosperity of the trade between China and Australia and good luck to the *Kanowna*. The toast was heartily honoured.

NEW POST FOR GEN. LUCAS.

The *Daily Chronicle* understands that General Lucas will not return to his brigade at Vermy, as it has been decided to give him a command of equal importance elsewhere. Investigation is being made by the Court of Inquiry into the charges against him.

DAY BY DAY.

The masters of several steam launches were this morning cautioned by the Marine Magistrate (Commander Beckwith) in respect of their not observing the rule of the road.

Another big haul of opium took place on Tuesday, when nearly 200 taels of the drug was discovered in the storeroom of the river boat *San Nam Hoi* by officers of the Preventive Department. The drug was confiscated as no claimants put in an appearance.

The Wanchai Police captured another suspect last night at Queen's Road East in their endeavours to bring to justice the seven armed robbers who took part in the robbery and murder of a Chinese boy at Catechik Street last April. The prisoner will be brought before the Magistrate for trial very shortly.

Before Mr. Dyer Ball, at the Police Court, yesterday, Sub-Inspector McNab Wilson, M.C. charged three money-changers with failing to indicate the correct number of Hongkong silver dollars in the returns they made to the Police Department. They were each fined \$10. Another member of the money-changing fraternity had his licence cancelled by the Captain Superintendent of Police for submitting false particulars in his daily returns.

It transpires that what threatened to be a serious strike but which, however, was confined to the coppermiths and turners of the engineering establishments at Yau-mat, Tai Kok Tsui, and Sam Sui Po, occurred last month. The strike was a sympathetic movement against those employers who had dismissed a number of coppermiths and turners and had replaced them by apprentices. It was feared by the men not concerned that their turn would come next, as it was given out that the apprentices would be able to pick up their occupations in a very short period of time. The matter came up before the Secretary for Chinese Affairs for settlement, and one of the ringleaders, who was proved to have acted in a criminal manner, was discharged from his employment on the recommendation of the Secretary. Doubtless angered at the sparse support his grievance had received, he is alleged to have uttered threats against one of the workmen and a Chinese woman. The latter, who was a high school girl, was one of the ringleaders of the strike.

BIG FIRE.

TWELVE HOUSES DESTROYED AT KOWLOON CITY.

Damage to the extent of \$41,000 was caused in a disastrous fire which broke out in Kowloon City last evening and destroyed twelve houses situated in the main thoroughfare. The upsetting of a kerosene lamp in a tailor's shop on the ground floor of No. 62 Main Street started the blaze, which had a strong ally in a wind that was then blowing. The fire spread to the other side of the street, and burned with such fierceness that in a remarkably short time a whole row of houses on both sides was hopelessly involved. The Fire Brigade was promptly on the scene and started operations at about 6.30 p.m., a little time after the outbreak started. They worked under the supervision of Mr. Moss and the Assistant Captain Supt. of Police (Mr. T. H. King), but in spite of their efforts the blaze secured a firm hold and burned all night. Twelve houses were burned down, eight of these being on the side of the street that the fire began. In view of the extent of the conflagration, it was extremely fortunate that no lives were lost, this fact reflecting the greatest credit on the firemen concerned, many of whom had to assist in removing inmates from threatened tenements.

THE V. R. C.

ANNUAL AQUATIC SPORTS.

The Victoria Recreation Club's annual sports are to be held on Thursday, 30th September, Friday 1st and Saturday, 2nd October. The programme is as follows:—

FIRST DAY.
Half Mile Championship of the Colony (open).
Two Lengths Hurdles Handicap (members).
Boys High Dive (open) 14 years of age and under.
100 Yards Championship of the Colony.
Running Header (members).
Ladies Two Lengths Handicap (open).
Two Lengths Handicap (members).
Girls Two Lengths Handicap (open) 14 years of age and under.
Two Lengths Team Race (six men) open to any Hong. Unit, Corps or Club.
Water Polo—Navy and Army.

SECOND DAY.
Four Lengths Handicap (members).
Two Lengths Handicap (Boys) 14 years of age and under.
Long Plunge—Open to the Colony.
220 Yards Championship of the Colony.
Two Lengths Handicap Open to Army and Navy.
Four Lengths Handicap (Ladies) Open.
Two Lengths Team Race (members).
Four Lengths (Girls), 14 years of age and under.
100 Yards Championship of H.M. Forces of the Colony.

THIRD DAY.
100 Yards Boys Championship of the Colony, 14 years of age and under.
440 Yards Championship of the Colony.
100 Yards Ladies Championship of the Colony.
High Dive—Open to the Colony.
Ladies High Dive—Open to the Colony.
Four Lengths Handicap Final. Mixed. Nomination Race. Entries by Pair.
Consolation Race (members).
Water Polo—V. R. C. and The Rest of the Colony.
Veterans Two Lengths Handicap open to any gentleman 25 years of age over.
The heats in Championship events will be raced off before Thursday, 30th inst.
The entrance fee is 50 cents for each event except Navy, Army, Ladies, Girls and Boys which are free. The Entrance fee for Team Races and Water Polo is 100 cents.

GYMNASTIC NOTES.

THIS MORNING'S GALLOPS.

(BY "WIRELESS").

The course was somewhat heavy this morning, owing to the downpour of rain during the night, and, with the exception of a few, all of the ponies did their last quarter in over 33. Pantile did the best gallop of the morning, covering the half-mile in 1.05; last quarter, 30. In spite of the weather, there were present the usual interested owners, and Slam and Lightning were ridden by Mr. J. J. Spotted Band went too slow altogether for the mile, but Pawnsop went well over the same distance in 2.20, finishing the last quarter in 33.25. Mr. Ball-Irving on *Attraction* covered the mile in 2.21.25, and the pony was hard held. Malcolm was given his daily trot. The times recorded were:—Pantile (Half Mile)—35; 1.05; last quarter, 30. Blackbird Dablia (Three Quarter Mile)—35; 1.08; 1.41.25; last quarter, 33.25. Albion Dablia (Mile)—39; 1.12; 1.45; 2.23; last quarter, 38. Mr. P. A. Cox's grey (Mile)—39; 1.12; 1.45; 2.19.25; last quarter, 34.25. Burning Daylight (Mile)—40; 1.17; 1.52.25; 2.23.25; last quarter, 31. Sinza (Three Quarter Mile)—39; 1.15; 1.50; last quarter, 34. Salamander (Three Quarter Mile)—41; 1.17; 1.50; last quarter, 33. Tambourine (Three Quarter Mile)—42; 1.19; 1.54; last quarter, 35. Scotia Dablia (Mile)—40; 1.15; 1.50; 2.24.25; last quarter, 34.25. Lightning (Mile)—38; 1.17.25; 1.54.25; 2.23; last quarter, 33.25. Spotted Band (Mile)—45; 1.30; 2.09; 2.42; last quarter, 33. Brutus (Mile)—34.25; 1.11; 1.46; 2.19; last quarter, 33. *Attraction* (Mile)—37.25; 1.14.25; 1.49.25; 2.22.25; last quarter, 33. Season Ticket (Half Mile)—40; 1.17; last quarter, 37. Siamese Cat (Mile)—39; 1.18; 1.54; 2.26.25; last quarter, 32.25. Slam (Mile)—38; 1.16; 1.51.25; last quarter, 32. Pawnsop (Mile)—36.25; 1.12; 1.46.25; 2.20; last quarter, 33.25. Sepand (Mile)—43; 1.24.25; 2.02.25; 2.39.25; last quarter, 37. Alexander (Mile)—39; 1.16; 1.52; 2.25.25; last quarter, 33.25. St. Chand (Mile)—38; 1.16; 1.55; 2.28; last quarter, 33.

AQUATIC SPORTS.

THE WILTS PROGRAMME.

The Wiltshire Battalion's aquatic sports take place at the North Point bathing beach on Friday, the preliminary events being decided to-morrow. The Judges will be Master Gunner May, R. G. A. and Mr. R. C. Witchell, whilst Capt. (Brevet Major) Rapson, D. S. O., will be the Starter. The programme is as follows:—

50 Yards Race.
Band Boys Race (Handicap), boys between 14 and 18, 75 yds.
220 Yards Race.
Full Dress Race, 25 yards. Competitors must wear trousers, shirt, socks and shoes.
Company Relay, 100 yards. Each Company will enter 1 team 4 men, each man swimming 25 yards.
100 Yards Race.
Ladies Race (50 yds.) Open to all wives and daughters of N.G.O's and Men in the Garrison.
Plain Dive, 10 ft. Each competitor is allowed three dives.
Tub Race.
440 Yards Race.
Fancy Diving. Every competitor is allowed three dives of any sort, the Judges to decide the two best.
All Competitors, 150 yards, (Open to the Army & Navy).
Points will be awarded for the following events, and will count towards the Wiltshire Shield:—50 yards, 100 yards, 220 yards, 440 yards, Company Relay, and Plain Dive and Fancy Diving.

PIRATES.

A FISHERMAN MURDERED.

The report of a murder perpetrated by a gang of Hoklo pirates on the high seas, has just reached the Tai O Police. A local fishing junk, with a crew of three men, sailed from Hongkong yesterday, and when near a locality named Lu Tai Look, outside the waters of the Colony, at 6.30 p.m., they were approached by a big two-masted junk with a crew of 15 men who were identified as Hoklos. What followed came as a shock to the fishers. A volley of shots from small arms and rifles swept across the narrow dock of the fishing boat, killing one of the crew and seriously wounding another. The third man escaped the volley. The mysterious part of the affair was that no attempt was made by the pirates to board the fishing junk. After the discharge of the first volley, in which some 40 shots were estimated to have been fired, the pirate junk sailed away, leaving the sole survivor of the crew of the fishing junk to manage as best he could to bring the vessel back to the Colony. On arrival he reported to the Tai O Police Station. The injured member of the crew was then removed to Hospital.

NO LICENCES.

JAPANESE BOARDING HOUSE KEEPER FINED.

Sub-Inspector George Jackson, at the Marine Court this morning, prosecuted a Japanese boarding house proprietor named Joe Yamakawa for keeping a boarding house at No. 47 Praya East on the 14th September without a license from the Harbour Master. The sub-Inspector deposed that on the 14th September he proceeded to No. 47 Praya East and asked the defendant for his boarding house license. The man had not one, but he produced his restaurant license. Three seamen were living at the boarding house according to the admission of the defendant.

Commander Beckwith said that as there was no complaint from the Police against this house, he proposed to fine the defendant only \$10. The defendant was also cautioned against keeping sailors as boarders without the proper licence.

A RECORD TRIP?

ENGLAND-HONGKONG IN 30 DAYS.

The Blue Funnel steamer, *Tairoa*, which arrived in Hongkong this morning, has created what is believed to be a record trip from Home, doing the entire journey in 30½ days. Readers will be interested to learn that among the passengers on board are Mr. and Mrs. Keigwin, who are on their way to Shanghai. Mr. Keigwin is well-known here as the former Resident Engineer of Holt's Wharf.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 44/9/4d.

THE WEATHER.

2 p.m. Barometer—29.80; Temperature—84; Humidity—74.

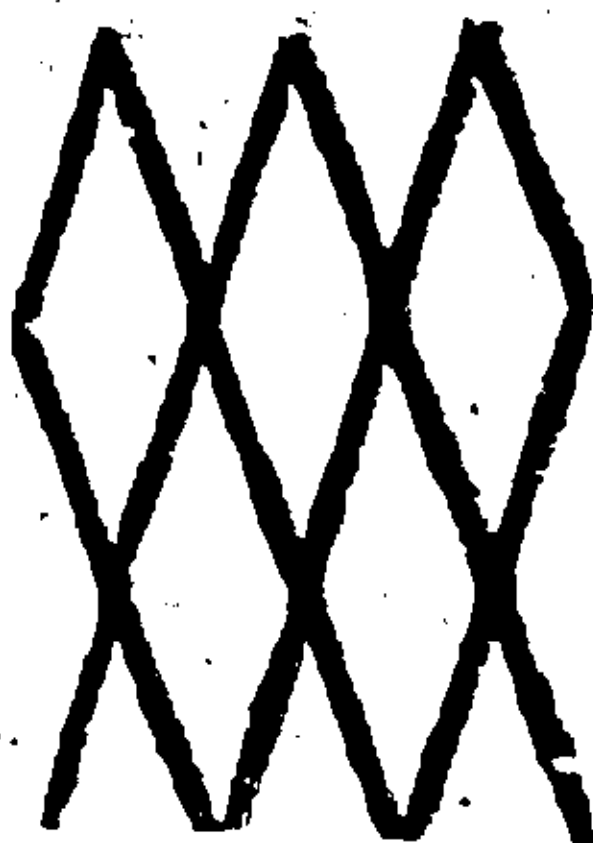
DON'T FORGET.

TO-NIGHT.
Theatre Royal—Bandmen Company present "General Post"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hollywood Theatre—7.15 and 9.15 p.m.
TO-MORROW.
Coronet Theatre—5.15 and 9.15 p.m.
Hollywood Theatre—7.15 and 9.15 p.m.
Theatre Royal—9.15 p.m.

NOTICES.

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SHEWAN, TOMES & CO.

General Managers.
Hongkong, 16th August, 1916.THERAPION
THERAPION
THERAPION

HOUSE BUILDING.

GOVERNMENT'S PROPOSALS
TO THE TRADE.The Government plans to speed
up the building of houses were
explained to representatives of the
Master Builders and the National
Federation of Building Trade
Operatives at a conference at the
Treasury.The Government's scheme who
communicated to the employers
and officials and representatives of
the various Unions by Sir Robert
Horne (President of the Board of
Trade), who presided at the con-
ference, and Dr. Addison (Minis-
ter of Health), Dr. Macnamara
(Minister of Labour) being also
present. The conference lasted
two hours, and was private.No official statement was issued
on behalf of the Government, but
it was subsequently stated that
proposals had been made by the
Government with a view to
augmenting the supply of labour
for housing and increasing out-
put, and that these would be con-
sidered at a conference of the
Building Trades Industrial Parlia-
ment, representing employers and
operatives. A special committee
will probably be set up to
investigate the scheme, and re-
port to the respective organisa-
tions of masters and men.

"DILUTION" AND PIECEWORK.

The Press Association under-
stands that the Government
placed before the conference a
scheme of dilution by taking in
unskilled and partially skilled
labour, and particularly ex-
service men and also the adop-
tion of piecework, or payment by
results. They also asked for an
assurance that there should be
no suspension or stoppage of
labour. In return they proposed
a guarantee of employment for
five years and a guaranteed pro-
portional week with pay for bad
weather of any thing from 25 to
40 hours, but not a full week's
guarantee. The details in regard
to the number of paid guaranteed
hours have not been finally work-
ed out, but it is not suggested
that the full weekly wage shall
be guaranteed.There was some sharp criticism
of the Government's scheme, the
Central Newsstates. Employers
said the whole question was
more an operative's matter than
one for themselves, but they were
willing to co-operate. The opera-
tives agreed to leave the pro-
posals over for the conference,
but expressed the emphatic
opinion that they would recom-
mend none of their constituent
bodies to accept either payment
by results or dilution of labour in
any shape or form. Mr. Hicks,
President of the Building Opera-
tives' Federation, expressed the
opinion that the Government's
proposals, which, if accepted,
would involve reorganisation of
the whole industry, were merely
a basis for further negotiation.

"NO PAYMENT BY RESULTS."

The Press Association report
that Mr. W. Bradshaw, Secretary
of the Operatives' Federation,
said at the close of the proceed-
ing: "We are opposed to dilution
and payment by results, and
we are not going to have it.
There is not much objection on
the score of the guaranteed period
of employment and the guar-
anteed weekly wage, but it is the
price we are asked to pay for the
guarantee—namely, dilution and
payment by results—on which
feeling is strong and to which
there will be opposition. The
price they ask is too much. We
cannot accept conditions that are
impossible. So far as the Gov-
ernment stipulation that there
shall be no strikes is concerned,
we are against stoppages of work
as a Federation if they can pos-
sibly be avoided. We are always
attempting to avoid strikes, and
that was the object of setting up
conciliation machinery within the
industry."

EARLIER TELEGRAMS.

ITALIAN TROUBLE ENDED.

Rome, Sept. 19.

A telegram from Milan states that the manufacturers have
granted an increase of pay of four lire per day to workers over
twenty-one years of age, and of eighty per cent. to workers under
twenty-one, and sixty per cent. to women and children. It is reported
that the workers have already evacuated many works, and the red and
black flags have been lowered.

Rome, Sept. 20.

It appears that the Red peril in Italy has been averted and an
agreement which is a signal victory for the workers has been reached
owing to Signor Giolitti's insistence upon the men's claims. The
agreement provides for a sixty to eighty per cent. increase of wages
for metallurgical workers, joint control of factories by the work-
men and employers and the evacuation of factories by the work-
men. Signor Giolitti has issued a decree declaring that the
manufacturers have agreed to dual control on the ground that the
workers' affirmed object was to improve the disciplinary relations
between the workers and employers and to increase output. Con-
sequently a joint committee has been established, composed of six
manufacturers and six workers. The committee will draw up
proposals which will be submitted to Parliament as a Bill to
Reorganise Industries on the basis of labour participation in technical,
financial and administrative control of industry. In the event of
subsequent friction in any establishment the agreement provides for
the appointment of a committee of two masters and two men to decide
what steps are necessary.

THE WALL STREET EXPLOSION.

New York, Sept. 19.

The Police have arrested a Russian journalist, Alexander
Brailovsky, owing to an anonymous letter saying that he was in the
financial district shortly before the Wall Street explosion, whereafter
he was seen talking to three men, who seemed jubilant. Brailovsky,
who was arrested at the office of the "Rusky Golos," which the
Police describe as a radical magazine, denies all knowledge of the
explosion.A reward of ten thousand dollars has been offered for informa-
tion as regards the Wall Street bomb. The newspapers state that
the discovery of parts of clock mechanism convinced the authorities
that an enormous bomb was used, while the owner of the wagon which
is believed to have carried the explosive has been discovered.

THE COMING COAL STRIKE.

London, Sept. 19.

Reviewing the industrial crisis, the "Observer" points out that
if the coal strike comes, it will mean the suicide of Labour interests.
It will be impossible thereafter to restore workers' wages throughout
the country to the present level. If the strike comes it will be simply
because Mr. Smillie was determined from the beginning to force the
struggle on one pretext or another. He hasn't negotiated but
proceeded from issue to issue by dictation. He only abandons one
claim to table a new ultimatum. The latest of them is "Two shillings
for us or catastrophe for you all."Mr. Garvin says that for once the Government's case is unanswer-
able. It offered either to refer the wage claim to an impartial
tribunal or to give an increase in return for guarantees of pro-
portionately increased output. The writer picturesquely says that
the country at present looks like a motor-car which the other day was
stuck half over the brink of Beachy Head. If the strike comes it will
not last long and will be memorably beaten.

THE FRENCH PRESIDENCY.

Paris, Sept. 20.

Influential measures are being taken to induce M. Millerand to
withdraw his refusal to stand for the Presidency. It is opined that
the exceptional unanimity being demonstrated in favour of his
candidature has begun to shake his resistance and, if he consents to
stand, he will be elected unopposed by a great majority.

A COTTON STRIKE.

London, Sept. 19.

Two hundred mills will be thrown idle at Oldham to-morrow by
the strike of spinners, who have repudiated the agreement concluded
by the Union on their behalf. Thirty thousand operatives are
affected.

NOTICES.

JUST ARRIVED

Easy hair curlers.

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Bronze hair pins.

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Pinand's Brillantine.

Best razor strops.

Spirit lamps for curling irons.

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EARLIER TELEGRAMS.

AFFAIRS IN IRELAND.

London, Sept. 19.

A fight occurred in the Wicklow mountains between a large
number of men, who were drilling, and the Constabulary. The affair
occurred at Enniskerry, where the Constabulary surrounded the
drillers, one of whom was killed and several wounded. Forty were
captured, with arms. Another encounter occurred at 11 o'clock last
night, when an armed party ambushed and fired on a Constabulary
patrol near Abbeyfeale, Limerick. One constable was shot dead and
two wounded.

London, Sept. 20.

Details from Enniskerry show that there was a pitched battle.
The authorities concentrated in the district a large force of troops
with the aid of a fleet of twelve motor lorries upon information that
certain land was used for drilling. The fight was sharp but short.
The soldiers flung bombs and used their rifles and were supported
by an armoured car. Several hundreds of men, conveyed by the fleet
commanded the motor lorries and swept the districts of Gortin and
Plumbridge.In County Tyrone were raided one hundred Protestant houses
and arms were carried off in the name of the Irish Republic. The
raid lasted several hours.

FOOD PRICES.

London, Sept. 19.

Speaking at the Grocers' Exhibition in London, Mr. McCurdy,
Food Controller, declared that apart from a possible coal strike, food
prices by Christmas would have risen to such an extent as to make
the working class family weekly food bills 9s. 6d. more than last
Christmas. He added that the crucial time as regards food prices
had not yet come. It would come when the peoples of Central Europe
became competitors in the world's markets, with ourselves.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SINGAPORE'S DULL OUTLOOK.

Singapore, September 21.

At the Chamber of Commerce half yearly meeting the Chairman
said the general outlook was not cheering owing to the collapse of
rubber and the tightness of money. The Colony was about to enter
a period of depression which would have a useful tonic effect.

JAPANESE WARSHIPS.

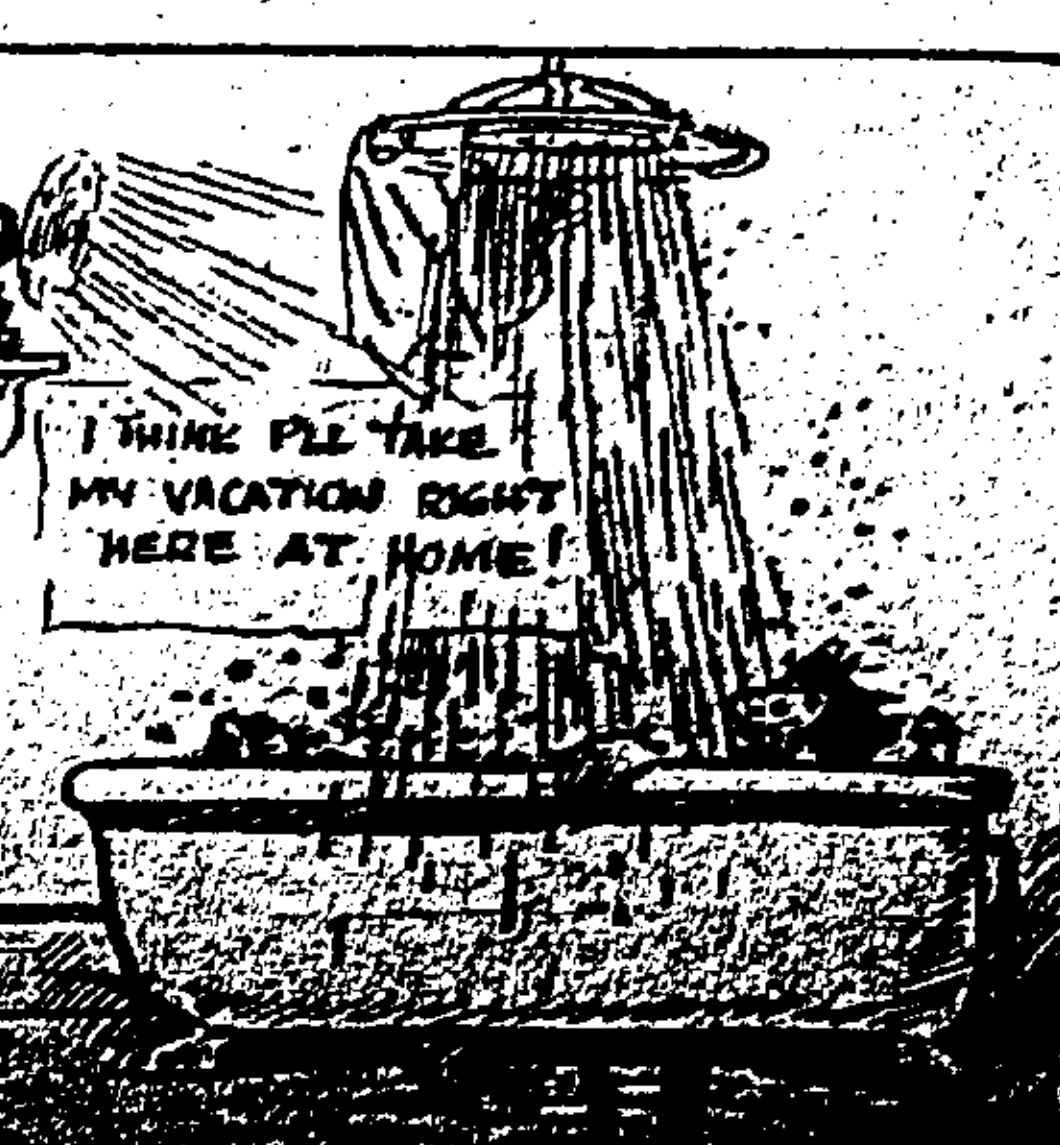
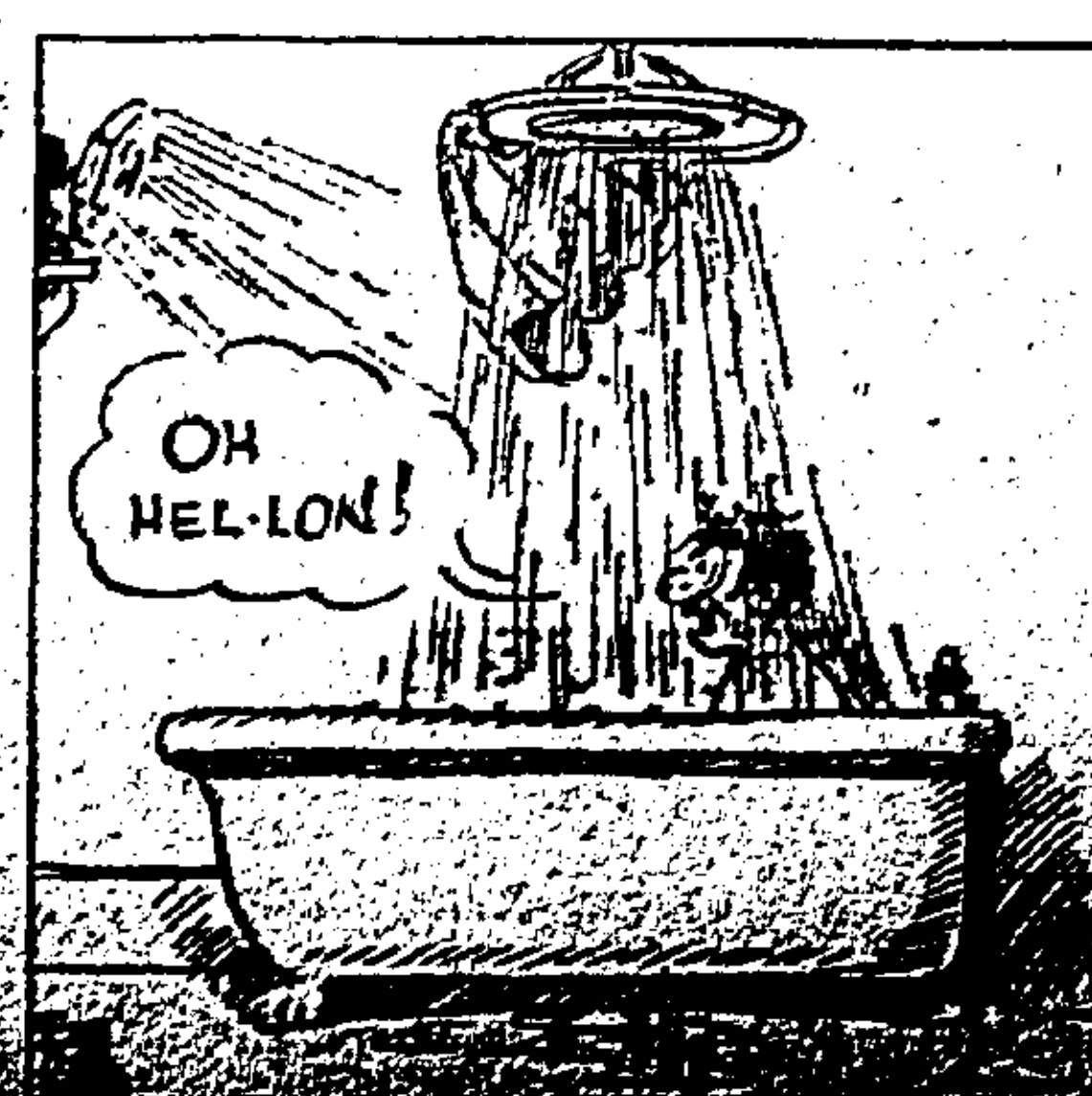
Singapore, September 21.

The Japanese warships Asama and Iwate have arrived.

DOINGS OF THE DUFFS.

Tom Should Worry About Going Away To Keep Cool.

BY ALLMAN.



NOTICES

MOUTRIE'S

FOR

POPULAR MUSIC

- The Crocodile ... Fox-Trot
 California Sunset ... Waltz
 Kismet ... Fox-Trot
 Taxi ... One-Step
 Alexandria ... Fox-Trot
 You'd be Surprised Fox-Trot
 Let Me Dream ... Waltz
 Marie ... One-Step
 Profiteering Blues ... Fox-Trot
 Chloe ... Fox-Trot
 Drifting ... Waltz
 Bye-Lo ... Fox-Trot

AND OTHERS

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

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TEL 2577.

JUST ARRIVED

Large fresh Stock

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ALSO SELECTION OF HAT DYES

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TROPHIES,

MEDALS.

ETC.

READY MADE OR MADE TO ORDER

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HARMONIOUS WORKMANSHIP.

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NOTICES

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ENGINEERING DEPARTMENT.

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SOLE AGENTS FOR

ASSOCIATED BRITISH MACHINE
TOOL MAKERS, LTD.

Comprising the following Firms:—

JAMES ARCHDALE & CO. LTD., Birmingham; WILLIAM
 ASQUITH LTD., Halifax; J. BUTLER & CO., Halifax; THE
 CHURCHILL MACHINE CO. LTD., Manchester; CLIFTON
 & BAIRD LTD., Johnstone; DEAN SMITH & GRACE (1908),
 LTD., Keighley; J. H. HUMPHREYS & SONS, Oldham;
 KENDALL & GENT LTD., Manchester; JOHN LANG & SON,
 LTD., Johnstone, Glasgow; J. PARKINSON & SON,
 Shipley; GEO. RICHARDS & CO. LTD., Broadheath,
 Manchester; ROBERTS BROS., Dukinfield; THOMAS
 SHANKS & CO., Johnstone, Glasgow; SMITH & COVENTRY,
 LTD., Manchester; H. W. WARD & CO., LTD., Birmingham.

LATHES PLANING & SHAPING MACHINES
 DRILLING MACHINES BORING MACHINES
 MILLING MACHINES GRINDING MACHINES
 SLOTTING MACHINES Etc., Etc.

STOCKS CARRIED.

THE MOTOR TRADE.

CONDITIONS AT HOME.

The following regarding the
 automobile and allied trades
 appears in the Bulletin of the
 Department of Overseas Trade:—

Although production is still
 behind the actual demand, there
 are many indications which
 show that manufacturers are
 rapidly overcoming the dif-
 ficulties of the reconstruction pe-
 riod, and are catching up with
 the abnormal demand which has
 been experienced on home trade
 account. At the same time firms
 are turning their attention to
 overseas markets; for instance,
 The British Motor Trading Cor-
 poration, 59, Pall Mall, S.W., has
 definitely stated its ability to
 deliver 115-ton lorries at 7 days'
 notice, and is now looking about
 for overseas agents to take the
 exportable surplus which it is
 anticipated will shortly be avail-
 able.

On the whole the possibilities
 of the export trade in motor
 vehicles at present would appear
 to be much more favourable for
 commercial vehicles than for
 pleasure cars, the first reduction
 in price having taken place in this
 class of vehicle. As regards the
 question of fixed prices, manu-
 facturers are still in difficulties on
 account of unforeseeable increases
 in costs indirectly connected with
 their business, such as inland
 freight rates, fuel and labour,
 but on the whole they appear
 inclined to think that the turn-
 ing point has been reached and
 that from now on prices will tend
 to become lower. As regards
 overseas markets it is noteworthy
 that two firms at least are making
 a model specially for export and
 intend to sell the whole of their
 output overseas, particularly in
 South Africa, Australia and New
 Zealand. The cars have been
 specially designed for these
 markets and are not intended for
 the home trade. In one case ship-
 ments are already being made,
 and in the other it is hoped to
 export at least 200 cars before the
 end of the year.

A combination which has
 recently been concluded (subject
 to ratification by the share-
 holders) between the Darracq Co.
 and Sunbeam Motor Co., Ltd., is
 an interesting new development
 in the trade. The new Company,
 which will be known as S.T.D.
 Motors, Limited, will manufac-
 ture the Darracq, Sunbeam and
 Talbot cars, and will also control
 the business of Jones, Woodhead
 and Sons, of Leeds (one of the
 principal suppliers of springs to
 the motor industry), and also
 Messrs. Heenan and Froude,
 Constructional Engineers, of
 Worcester and Manchester. Mr.
 Louis Coateley, designer of the
 well-known Sunbeam Aero
 engines, is to be the chief
 engineer.

The Italian Government have
 recently issued a decree empow-
 ering it, if it considers circum-

stances warrant such a course, to
 enforce the export of up to 90
 per cent. of the total output of
 any branch of industry. Up to
 the present, no further action has
 been taken in this direction, but
 the possibility of manufacturers
 of motor cars having to allocate
 90 per cent. of their output to the
 export trade caused motor car
 manufacturers in this country
 once more to review the prospects
 and nature of competition which
 they will probably have to face
 in the near future.

It would appear inevitable that
 the decree, if enforced, will result
 in an increase in the number of
 cars exported to this country,
 although how great an increase
 it will be is rather difficult to say,
 as it will, of course, depend upon
 how great a proportion of output
 was formerly exported and what
 percentage came to this country.
 The possibilities do not, however,
 cause any grave concern to
 United Kingdom manufacturers,
 for in view of the fact that
 the Italian car is generally
 of a fairly high class, both
 as regards quality of com-
 ponent parts and finish, and of a
 comparatively high horse power,
 very few light cars being
 manufactured in that country,
 there is not likely to be any
 degree of dumping such as might
 be anticipated if the Italian
 product were of a less expensive
 make. That it means greater
 competition is generally ac-
 cepted, for the cars will, in
 most cases, be competitive both
 in attractiveness and price, but
 it is believed that it will be rather
 in the nature of healthy com-
 petition such as may be expected
 as the general economic situation
 of the world gradually rectifies
 itself.

In point of fact, it is American
 rather than Italian competition
 to which United Kingdom makers
 are giving greatest attention.
 The American maker, with com-
 paratively low costs, has an ad-
 vantage which, from the nature
 of cars, the Italian manufacturer
 does not possess. He is thus
 enabled to place upon this market
 low-priced cars of a utility pat-
 tern, and the competition in his
 case is likely to be much more
 severe.

The British manufacturer is,
 therefore, giving increasing at-
 tention to quantity production,
 by which means output is being
 materially increased and costs
 lowered, while at the same time
 the individuality of the car is still
 maintained. The British car has
 all along depended very largely
 for its sales upon its distinctive-
 ness, and the adoption of ordi-
 nary mass-production methods
 is therefore not viewed with
 favour by the majority of manu-
 facturers and it is for this reason
 that mass-production of the
 usual lines is less popular in this
 country than America.

Nevertheless, the growth in
 production is of such extent that,
 given the ability to secure a
 sufficiency of raw materials, the
 United Kingdom maker is con-
 fident that the quality and finish
 of his cars will maintain his
 trade both at home and abroad.

ARCHBISHOP MANNIX.

HIS ARRIVAL IN ENGLAND.

Archbishop Mannix was landed
 at Penzance on August 9 from a
 British destroyer. He was taken
 off the Baltic, off Queenstown, at
 midnight on Sunday, and was
 informed that he would not be
 allowed to land in Ireland or to
 visit Liverpool, Mannix, and
 Glasgow.

Dr. Mannix, it is stated, told
 the commander of the destroyer
 that he refused to leave the vessel,
 but the officer, after trying in
 vain to persuade him, placed his
 hand on his shoulder, and he
 then left the liner still protest-
 ingly.

A great crowd awaited the
 arrival of the Baltic at Liverpool,
 but though great indignation was
 expressed at the action of the
 Government there was no dis-
 order.

Penzance, Aug. 9.—Dr. Mannix,
 the Roman Catholic Archbishop
 of Melbourne, was landed here at
 4.15 this afternoon from a des-
 troyer, and later left by the 7.0
 p.m. train for London.

According to information
 brought here it seems that the
 Baltic was stopped off Queen-
 stown in the early hours of this
 morning, and the Archbishop was
 transferred to a destroyer, being
 informed that the Government
 had prohibited his landing at
 Liverpool.

It was just before four o'clock
 that the destroyer came into the
 bay at Penzance, and immediately
 afterwards a motor launch
 brought Dr. Mannix and a com-
 panion ashore. A motor-car
 conveyed them and their luggage
 to the railway station, but the
 Australian prelate did not leave
 the car, proceeding to the house
 of Canon Wade, Roman Catholic
 priest in charge at Penzance.

There were very few people
 about when he arrived here, and
 the landing was not attended by
 any noteworthy incident.

Interviewed at the station
 before his departure for London,
 Archbishop Mannix was asked
 what was his mission in coming
 to England.

"I have no mission in coming
 to England," he replied. "My
 arrival in England was quite
 involuntary. I had no wish to
 see it just now."

"Had you any mission in
 Ireland?" he was asked. "I
 wished to go to Ireland. Ireland
 is my home. I am a native of
 Ireland. It is ten years since I
 left there, and I think it is time I
 returned."

Dr. Mannix added that he had
 no fault to find with anyone who
 had carried out the instruction
 of his Majesty's Government, and
 paid a compliment to the com-
 mander of the destroyer Wyvern,
 who, he said, had done everything
 in his power to make him com-
 fortable.

Accompanied by his secretary,
 Dr. Vaughan, and two inspectors
 from Scotland Yard, the
 Archbishop left by the 7 p.m.
 train, presumably for London. He
 was not in close custody. He
 stated that when the Baltic
 arrived off Queenstown he was
 told that he would not be allowed
 to land in Ireland or to visit
 Liverpool, Glasgow, or Man-
 chester.

Dr. Mannix arrived at Ply-
 mouth at 10.40 p.m. The small
 group of people at the station
 included about half a dozen
 priests. The Archbishop was in
 a sleeping compartment, but he
 came to the door of the car, and
 in conversation said he thought
 the Government were making it
 worse for themselves than for
 him.

"They are putting me to a
 little inconvenience," he remark-
 ed, "and they are making them-
 selves very silly."

Dr. Mannix said he left the
 Baltic under compulsion, and
 in a passing reference to Ire-
 land, he said: "I think the people
 there know their own business
 as well as the people over here.
 I was not going over to tell them
 my views, because they have
 made up their minds without
 any reference to me."

"Are you under any com-
 pulsion now?" The Daily News
 correspondent asked him.
 "The whole of England is open
 to me," he answered, "with the
 exception of Liverpool, Man-
 chester, Glasgow, and possibly
 Fishguard where there seems to
 be some little suspicion."

The train had to wait at Ply-
 mouth for three-quarters of an
 hour, and he was able to walk up
 and down the platform, and con-
 verse with the other priests. At
 11.15 the train left for London.

NOTICES

NOTICE

FRESH ARRIVALS

FRANCE.
 Choucroute with Sausage in tins 35c. & 70c.
 Choucroute natural " 20c. & 35c.
 Cassoulet, Meat and Beans per tin 40c.
 Grand Marnier, Cordon Rouge per qrt. \$5.00
 " " per pint. \$2.75

also

Cherry Brandy, Menthe Monopole, Kummel in pint and
 quart bottles.

French Plums in 1 lb. bots \$1.50 2 lb. bots \$2.50

ENGLAND.

Galantines of Chicken and Ham, etc. per tin 80c.
 Camp Pies " 80c.
 Licensed Victuallers Pickles 1/2 pint bots 45c.
 " pint 75c.
 Soft Herring Roos in glasses per glass 40c.
 Bath Oliver Biscuits " tin \$1.00
 Potted Meats and Fish per glass 30c.
 English Cheddar Cheese " lb. 90c.
 Finnan Haddies " 50c.
 Selected Kippers " 40c.
 Yarmouth Bloaters " 40c.
 Smoked Fillet Cod " 60c.
 Fresh Scotch Salmon " \$2.00

LANE, CRAWFORD & Co.

WATSON'S

HYGIENOL

A Powerful Disinfectant
 Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.

EQUAL IN IMPORTANCE WITH THE

HOUSING PROBLEM

is the question of FURNISHING. It is just as perplexing, just as difficult,
 the question of furnishing your home tastefully and gracefully
 at the lowest possible cost. Consult us. We shall be glad to service
 you. We also GUARANTEE to give lasting satisfaction.

HOP CHEONG

Complete House Furnishers.

Manufacturers & Exporters of High Grade Furniture.

Telephone No. 634. 55, Queen's Road Central.

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 FITTINGS
 SANITARY
 GOODS &
 APPLIANCES.
 FLOOR &
 WALL TILING
 FOR
 HOUSES &
 SHIPS.

C. E. WARREN & CO., LTD.

30 & 32, Des Vœux Road Central.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF
IN SIZEGIGANTIC
IN CAPACITY.

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Building.

Chater Road

NOTICE.

HONGKONG HOTEL GARAGE

We beg to notify our patrons that we are inaugurating the above as from 1st October, 1920. We aspire to render first class service at reasonable rates.

Hongkong Hotel Co., Ltd.
J. A. TAGGART,
Manager.

BOY SCOUTS.

THE KOWLOON PATROL.

We learn that the progress being made with the formation of the St. Andrew's (Kowloon) Patrol of Boy Scouts, under the auspices of the Hongkong Boy Scout Association, of which H.E. the Governor is Chief Scout, is most gratifying. The recruiting rally held at St. Andrew's Church Hall last Monday was well attended, and up to the present there are some twenty boys anxious to be enrolled. Another rally will be held next Monday.

Captain Fogg is the Scout Master of this new Patrol, with Captain Bourdillon as Assistant Scout Master and Mr. W.R. Farmer as Secretary and Treasurer, whilst there is an Advisory Committee composed of leading members of St. Andrew's Church.

The new Patrol hopes to commence work by the 11th October, and it is proposed to hold meetings on Wednesdays and Saturdays on the former day technical classes will be held for which proficiency badges will be issued from time to time, whilst on Saturdays the Scouts will go out into the country on scouting and nature study expeditions.

What should be emphasised is that membership of the Cadet Company of the Defence Corps does not preclude boys from joining the Scouts, as is thought in some quarters. The Boy Scouts are a purely non-military body, and the two organisations in no wise clash with each other.

OBITUARY.

MR. JAMES SCOTSON OF SHANGHAI.

It is with very deep regret (says the N. C. Daily News of September 18th) that we have to record to-day the death, which took place yesterday morning, of Mr. James Scotson. Deceased was taken ill as recently as Thursday night when it was deemed advisable for him to be sent to the Victoria Nursing Home. This was done at 6.30 p.m., but death intervened 15 hours later, at about 9 a.m. yesterday.

Mr. Scotson was 41 years of age and a native of Manchester. He came to Shanghai 16 or 17 years ago and joined the firm of Messrs. Richard Haworth & Co., for whom he was later assistant manager. Subsequently he transferred to Messrs. Schloos & Co., who afterwards became Messrs. Mackenzie, Stewart & Co. He returned from home leave at the end of 1918 and established the business of Messrs. Jas. Scotson & Co. In April of this year, on account of ill-health, he took a trip to Australia from which he returned only on Wednesday of last week. Deceased was married and leaves a widow and daughter to whom the very deep sympathy of his wide circle of friends will be extended in their sudden and sad bereavement.

Mr. Scotson was prominent in athletic circles. Before coming to the Far East he played football for Manchester City as an amateur, in the forward line, and during the earlier years of his residence here he was a consistent supporter of the winter game. He appeared mostly in the colours of "A" Co., S.V.C., and for that club played many brilliant games on the left wing. He was especially prominent between 1907 and 1911 and in 1907 and 1909 he helped the volunteer team to win the Skot-towe Cup. Mr. Scotson was also a keen golfer.

WISEMAN LTD.

DINNER DANCE

ON
MONDAY Sept. 27th

Dinner and Dance \$2.00
Dancing only \$1.50

D. M. GOODALL,
Manager.

NOTICE.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS
will be held on

THURSDAY 30th Sept. FRIDAY 1st Oct. at 4.30 p.m.

and on
SATURDAY 2nd of Oct.
at 3.30 p.m.

ENTRY FORMS can be had from SECRETARIES of CLUBS, or on application to the undersigned. Entries close on MONDAY the 27th instant and will not be accepted unless accompanied by Entrance Fees to

R. C. WITCHELL,
Hon. Secretary.

NOTICE.

KOWLOON CANTON RAILWAY.

The Public is hereby notified that the Afternoon Up Express Train to Canton at present advertised to leave Kowloon at 3.00 p.m. will, on and after Thursday September 23rd and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, 22nd September, 1920.

NOTICE.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 9th October 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2 Queen's Buildings, Hongkong on and after the 11th prox.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.

Hongkong, 22nd September, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University
Tel. No. 732. P.O. Box, 593.
Principal

JOHN P. JONES, B.Sc., M.E. Min. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations. New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations. Private Tuition can also be had in these subjects. Prospective application.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that the Queen's Dispensary has been removed to ST. GEORGE'S BUILDINGS, (OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KOREA MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Wednesday, Sept. 22nd 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday the 23rd Sept., 1920. All broken, chafed and damaged packages will be landed into the company's Godowns, where same will be examined on Friday the 1st September, at 11 a.m. No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 22nd September, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "TEIRESIAS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th Oct. or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1920.

NOTICE.

The Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Monday, the 27th September, and on Friday, the 8th October. The Stations will also be closed on Sunday, the 10th October.

H. LOGAN RUSSELL,
Acting Deputy Commissioner of Customs,
Kowloon & District, in charge temporarily.
York Buildings,
Hongkong, 21st September, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

The ANNUAL GENERAL MEETING of MEMBERS will be held in the Club house on WEDNESDAY September, 29th, at 5.30 a.m.

BUSINESS.—To pass report & Accounts for 1919/20. Elect officers & Committee for 1920/21. General.

L. J. BLACKBURN,
Hon. Secretary.
Hongkong, 21st September, 1920.

NOTICE.

THE WEI SAN KNITTING COMPANY LIMITED.

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911 that a General Meeting of the Members of the above-named Company will be held at the Registered Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday the 25th day of October 1920 at 11 o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.

Dated the 20th day of September 1920.

For the Wei San Knitting Company Limited,
WALTER J. HAWKER,
Liquidator.

NOTICE.

The interest and responsibility of the undersigned JOHN WILLIAM TAYLOR in the Firm of Messrs. MOXON & TAYLOR ceases on the 30th September 1920.

J. W. TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE.

The interest and responsibility of Mr. JOHN WILLIAM TAYLOR in the undersigned Firm ceases on the 30th September 1920.

MOXON & TAYLOR,
10 Ice House Street,
Hongkong.

NOTICE.

Intimation is hereby given that no dividends will be paid on shares left standing in the name of the undersigned after 30th instant.

Holders of such shares are accordingly requested to have same transferred forthwith.

JOHN W. TAYLOR,
22nd, September 1920.

THEATRE ROYAL.

Commencing
SATURDAY, 18th Sept. at 9.15.

MAURICE E. BANDMAN

presents the
BANDMAN COMEDY COMPANY

In a repertoire of latest London plays.
TO-NIGHT.
"GENERAL POST."

THURSDAY, 23rd
"THE YELLOW TICKET."

FRIDAY, 24th
"BILLETED."

SATURDAY, 25th
"LORD RICHARD IN THE PANTRY."

MONDAY, September 27—
"NOTHING BUT THE TRUTH."

TUESDAY, September 28—
"SACRED AND PROFANE LOVE."

WEDNESDAY, September 29—
"THE NAUGHTY WIFE."

Prices \$4, \$3 & \$1.
Navy and Military Half Price
BOOKING at MOUTRIE'S.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 17th to 25th instant both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 9th September, 1920.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3/- per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/- per dollar. Dividend Warrants will be obtainable on and after Thursday, 7th October, 1920, at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 29th October, both days inclusive.

JARDINE MATHESON & CO. LTD.
General Managers.
Hongkong, 16th September, 1920.

NOTICE.

By a cablegram from the Minister of the Mexican Foreign Affairs Department, I am informed that Mr. Jose Filomeno Eza de Silva former Viceconsul for Mexico, has been dismissed and ceased in his functions. The merchants and the public are notified that from this date, the attestation of said ex-viceconsul will be considered unlawful by my Government.

VICTOR GALINDO DE BOURGY,
Consul for Mexico.

CONSUL RESIDENCE AND OFFICE

No. 29 Second Floor,
CAINE ROAD,
HONGKONG.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th Sept. 1920 at 3 p.m.
at No. 14 Godown, Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.
33 Tons Pig Iron
Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 23rd Sept., 1920, commencing at 11 a.m.

at Pacific Mail Godown, West Point:
1) Mild Steel Plates 14" x 4' x 8'
2) Mild Steel Plates 5 1/2" x 4' x 8' (damaged by sea-water) ex s.s. "ELKRIDGE."
Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

OF VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920 Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant

on Monday, the 27th day of September, 1920, at 3 o'clock in the afternoon by

MESSRS LAMMERT BROS. Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong. The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Inland Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th June 1892 created by a Crown Lease dated the 11th November 1892. Proportion of Annual Crown rent \$20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER
Prince's Building,
Ice House Street,
Solicitors for the Vendor or to

MESSRS. LAMMERT BROS. The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES

APPLY TO
LAMMERT BROS.
Duddell Street.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whampoo Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$29,000.00—U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

WANTED.

WANTED.—Position by fully qualified CIVIL ENGINEER (B.Sc. Edinburgh) as assistant engineer. Willing to do field or office work. Professor's recommendation. Apply Box No. 443 c/o "Hongkong Telegraph."

WANTED.—Furnished flat house at once for period of 3 months. Address Box 443 c/o "Hongkong Telegraph."

ENGLISH married lady in Kowloon proposes Kindergarten for small number of English children, 9.30 to 12. Box No. 441 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong

NOTICE.

The interest and responsibility of the undersigned in the Firm of Abdoolrahim & Co. carrying on business as Civil Engineers, Architects & Surveyors at 34, Queen's Road Central, ceased on the 20th instant.

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

I have this day established my practice as Civil Engineer, Architect and Surveyor at No. 33, Queen's Road Central (2nd floor).

JOHN MORAES, B. Sc.
Hongkong, 21st September, 1920.

NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoin, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOIN
General Manager
Brossard-Moyin & Co.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., One Vaux Road, Hongkong, on Wednesday 6th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 30th September to the 20th October both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 15th September, 1920.

KOWLOON CRICKET CLUB

PROMENADE CONCERT

Saturday 25th
Saturday 25th
8 p.m. 8 p.m.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186

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"GOOD MORNING" ALARM
"AMERICA" CLOCK

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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(Direct)
 "MENTOR" 22nd Sept. London, Amsterdam & Antwerp
 "HELENUS" 12th October London, Amsterdam & Antwerp
 "KEEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "EURYPYLUS" 3rd October Havre, Rotterdam & Liverpool
 "TITAN" 10th October Genoa, M. les, L'pool & Glasgow
 "PELEUS" 19th October Genoa, Liverpool & Glasgow
 "TELANON" 2nd Nov. Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TYNDAREUS" 5th October Victoria, Seattle and Vancouver
 "TEUCER" 20th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)
 "TYDEUS" via Panama 24th November.

HOMEWARD PASSENGER SERVICE

"MENTOR" 22nd September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"CROSSKEYS"

having arrived from Seattle via ports, on Sept. 18th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 23rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 24th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
 United States Shipping Board
 Emergency Fleet Corporation
 Managing Agents.

THE ADMIRAL LINE,
 5th Floor Hotel Mansions,
 Hongkong, 18th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"WEST MAHOMET"

having arrived from New York via ports, on September 19th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 27th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
 United States Shipping Board
 Emergency Fleet Corporation
 Barber Steamship Lines, Inc.
 Managing Agents.

THE ADMIRAL LINE,
 5th Floor Hotel Mansions,
 Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

S. S. "ICONIUM."

having arrived from Seattle via ports, on 20th Sept. Consignees are hereby notified that their cargo is being landed at their risk into Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on September 25th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.
 United States Shipping Board
 Emergency Fleet Corporation
 Managing Agents.

THE ADMIRAL LINE,
 5th Floor Hotel Mansions,
 Hongkong, 20th September, 1920.

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.
 From SAN FRANCISCO,
 HONOLULU, JAPAN PORTS
 & SHANGHAI.

The Steamship
 "CHINA."

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified and requested to send in their Bills of Lading duly endorsed for countersignature and take delivery of their cargo from ship's side.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Tuesday, September 21st, 1920, at 5 p.m. will be landed and stored in the Company's Godown at consignees' risk and expense. Cargo undelivered on and after Saturday, Sept. 25th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where it will be examined on Saturday, Sept. 25th, at 10 a.m.

No claims will be recognised after the goods have left the ship's side, Co's lighter and or Godown.

All claims must be presented within three weeks of ship's arrival, otherwise they will not be recognized.

No Fire Insurance whatever will be effected.

C. T. STRIDGE,
 Acting Agent,
 Prince's Building, Ground
 Floor,
 Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR."

having arrived from New York via Vancouver, B.C., and ports on September 16th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday September 20th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 3.15 p.m. Monday September 20th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after September 23rd, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.
 Agents,
 Hongkong, 15th Sept., 1920.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.

From SCANDINAVIA

The Motorship

"AUSTRALIEN"

having arrived from the above ports on the 20th September, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 25th Sept., 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.
 Agents,
 Hongkong, 20th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after the 23rd Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 5th October or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 21st September, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via JAPAN PORTS.

The Company's Steamship

"ARABIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 27th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSHEN KAISHA,
 Y. YASUDA,
 Manager,
 Hongkong, 21st September, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOB UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

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Motors from 12 B.H.P. to

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Regular monthly service between
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Steamers	Loading	For	Sailing
BAARN	October	Amsterdam & Hamburg	8th Oct.
TJIMANDER	October	Rotterdam & Hamburg	21st Oct.
KANGAEAN	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	21st Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

September 28th.

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy

For freight and passage apply to:

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WATERHOUSE LINE.

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Operating the following U. S. Shipping Board steamers

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via Kobe and Yokohama.

"EASTERN MARINER" 25th September.

Further sailings to be announced later.
 Through Bills issued to all Overland Common
 points in U.S. and Canada.

For rates and full particulars apply to:

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions. Telephone 3507.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing—To Canton daily at 5 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 5 a.m. and 5 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M.

& 2 P.M. Sundays at 5 P.M. only.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

GENERAL NEWS.

CHIEF CONSTABLE ON HIS DIGNITY.

Dissatisfied with a magisterial ruling, the Chief Constable of Scarborough (Mr. Henry Lindsay) adopted a most unusual course. He had instituted proceedings against a motor driver for having disregarded a constable's signal to stop, and when the magistrate ruled that a question put by the Chief Constable to defendant in cross-examination—as to whether he had his licence with him in court—was not material, the

Chief Constable declared, "I will not ask any more if I am not allowed to ask reasonable questions," and, seizing his official papers, he abruptly left. This caused quite a stir in court.

QUEUE FOR HOUSE TO LET.

The appearance in a Derby paper of an advertisement of a house to let led to remarkable scenes. Within half an hour applicants were calling upon the advertiser, and they became so numerous that a queue had to be formed. The choice eventually fell upon a family of five adults, who secured the use of two good downstairs rooms and three bedrooms for 7s. 9d. per week.

FRECKLES AND HIS FRIENDS

It's His Own Doings!

BY BLOSSER



It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

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WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellow-ness, character and fine flavour—Forty years' reputation.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 22, 1920.

COSTLY MILITARISM.

Militarism is always a double-edged weapon. On the one hand it means the spending of money and on the other it means the non-production of the essentials of the world. To take a man from an ordinary peaceful and productive avocation entails not only direct spending in order to equip and keep him as a fighting unit but it entails the loss of what he would otherwise have produced. The world had a very striking illustration of that during the recent European War, and the ill-effects of that long period of under-production are still being most acutely felt not only in European countries but in practically every part of the world. Most of the nations are trying to make up the lost lee-way, and the Councils of the world are trying to plan things so that a future big military outbreak will not be possible. We see many efforts being made to bring home the fact to all peoples that wars and internal strife do not pay; that peace spells plenty, and war spells desolation and hardship through the simple operation of an economic law. The world is learning that lesson slowly, and among the countries in which there is not sufficient heed paid to the above-stated principle China, unfortunately, is figuring rather prominently just now, thanks to the seemingly unending squabbles among her military chiefs. We have all read how the country has in parts been almost devastated by the soldiers of the rival factions, but the other side of the picture—the under production caused by the removal of workers—has hardly been sufficiently emphasised.

We have just come across one reference to it that makes interesting—rather sad—reading. In one of the latest publications of the Chinese Maritime Customs is a report by the Acting Commissioner of Customs at Chungking, the largest southerly city on the Yangtze. In the course of that report Mr. C. F. Johnstone says that, although climatic conditions as a whole were favourable for agriculture, complaints are general of the increased price of nearly all the indigenous necessities of life. "Shortage of labour is the reason for the general rise in the cost of living and the cause of this is not far to seek. The one feature which strikes a new-comer to this district is the prevalence in the landscape of men in uniform, whether in town or country; in fact, civilians appear to be actually in a minority. No figures are available of the forces at present enrolled, but the military movement is obviously denuding the province of labour. The pecuniary inducements to enlist which are held out and which, it is safe to remark, do not usually materialise, the comparative immunity from molestation under present conditions, and the prestige conferred by a uniform, as well as the desire for change and a respite from the grinding manual toil which is doubly hard in the enervating climate of this province, all combine to attract the working classes to the ranks. Leaving aside the political consequences of the movement, the moral effect of thus diverting the sinews of the population from their legitimate employments cannot but be regarded with apprehension. These traits of industry which are such a marked characteristic of the lower-class Chinese are likely to be eradicated by the indolent habits acquired in an organisation where the training is of the most impractical nature, and little of it at that." Here we see, in its very direct application, the evil that we are trying to emphasise. Not only is the peace and tranquillity of the rural worker menaced and interfered with by this useless quaffing, but the work of producing the necessities of the population is put upon the shoulders of a lessened agricultural and industrial community. And who pays for it all? Who pays for the idleness of, and destruction caused by, the soldiers? Who pays in extra toil and worry for the lost labour? The answer is obvious. And so is the fact that the humble toilers of the world, the great body of industrious producers, are entitled to all the protection and help that can be given them. When China asks for further funds have not the Great Powers who supply those funds the right to ask that the money shall be spent in constructive ways and not teamed into the insatiable maw of petty militarism?

The task of the day for all nations is to rid themselves of the incubus of militarism. The human race is still a long way from that ideal state wherein all men, because of their very natures, will live amicably side by side. Defensive forces are still, unfortunately, a necessity. But by international agreements and conferences, by the establishment of international leagues and international courts of justice the world can get very near to permanent peace. It is an end for which all should strive, and an end that none should seek to hinder. In China internal peace will only be achieved when men in power realise that they hold in trust the welfare of the people, and that power is not best used when diverted to personal ends. Upon the speedy realisation of that fact and upon an appreciation of the operation of the inexorable economic law, pointed out above, depends, to a great extent, China's future. It could be a future of great promise; it could easily be a future darkened by wasteful spending and uncertain production. There's a moral for all nations.

NOTES & COMMENTS.

CHAUFFEURS AND CARS.

In looking over the Shanghai Municipal Gazette we notice placed on record a peculiar case of the appropriation and improper use of a motor car that recently came to the notice of the police in the Northern settlement. On a certain date, three Chinese drove out a private-owned car at an early hour in the morning, their object being to teach others how to drive that particular make of automobile. On their return they were arrested by the police and two of the occupants were found to be licensed chauffeurs. The other was being taught by them in order to obtain a licence. The upshot was that the three men were sentenced to terms of imprisonment. The police comment on the case is that probably more of this kind of thing is going on in Shanghai than actually comes to notice, as the demand for chauffeurs is large and they must of necessity obtain cars to learn the art of driving before passing the necessary examination for a licence. As to Hongkong, we have not heard of any such case as the one mentioned, and we doubt if any occur. Most owners of cars have their own garages, and they usually keep the key in their own possession. But if there are any motorists who entrust their chauffeurs with the key, they had better keep an eye open for such possibilities as this Shanghai happening.

CANTON CENSORSHIP.

Canton journalists are feeling more comfortable now. We learn from the *Canton Times* that whereas the authorities have for some time past been controlling the Press by the summary closing down of papers which do not favour their policy, a new method has been adopted whereby the newspapers are required to send in to the Censor, before publication, all copy for approval or rejection. Editors will therefore be free from responsibility in the matter, for nothing will appear in print which has not been officially sanctioned. And so the *Canton Times* says: "Now, if anybody wishes to 'kick' at an editor, let him address his complaint to Chang Ren, the Press Censor." We can imagine the relief which our Canton conferees feel at this new development, for to get at cross purposes with the authorities in Canton just now is a serious matter for any editor—apart from the undesirable experience of having his paper suppressed there is a strong possibility of the editor saying good-bye to his terrestrial globe. So while our Canton brethren may rail at the censorship, they have at least under the new arrangement, a chance of keeping body and soul together.

IN OTHER DAYS.

This Canton experience reminds us of some of the annoyances and indignities which we were compelled to suffer at the hands of the Hongkong Censor in the early days of the war. We will now let our readers into the secret: that in those days every scrap of information relating to the war, even in remotest manner, had first of all to be approved by the Censor before publication. The information might have been copied from a Home paper, and it might not have been anything more informative than a statement that Mrs. Jones had seven sons serving in the war—but was betide the editor who published it without the due consent of the Censor. Dozens of the most harmless paragraphs of that type were submitted by us to this official. Then, on one occasion, we made an addendum to an obviously belated telegram, merely stating the time at which the message was despatched from London, when it reached Hongkong, and when it was delivered at our office. But lo and behold we had committed an offence—by adding to a war telegram. And under pain of having to submit proofs of every page of the paper to the Censor if we did not obey orders, we were compelled to insert an apology next day, with a promise not to do it again! We could go on quoting endlessly from those experiences of other days, but, thank goodness, all that is over now and we can breathe freely once again. For our Canton fellow-journalists we feel sorry, though we don't imagine that the censorship will be worked on such an utterly absurd and idiotic basis as it was, it was here in Hongkong when war first broke out.

DAY BY DAY.

EMPLOYMENT AND HANDSHIPS PREVENT MELANCHOLY.—Dr. Johnson.

We are asked to state that, from to-day, Ice House Street from Queen's Road to Des Voeux Road will be closed to motor traffic.

In a Garrison Tennis League match, yesterday afternoon, the R.A.S.C. beat the R.A.O.C. by 50 games to 31. Conductor Haynes played an exceptionally fine game for the losers.

The V.R.C. gained two water polo victories last night as follows—V.R.C. 6, 33rd Coy R.G.A. 2; V.R.C. 4, H.M.S. Ambrose. 2. Mr. R.O. Witchell was the referee.

We note from a Haiphong source that the French cruiser D'Estrees, which arrived in the Colony a few days ago, is on a trip to the Pescadores and Formosa where her crew will visit the French cemeteries.

During last week there were notified two cases of enteric (one British and one Chinese), and two cases of diphtheria (one Portuguese and one Chinese). One of the enteric cases was fatal. There were also ten Chinese deaths from influenza.

The following officers of the Hongkong-Singapore R. G. A. qualified in Colloquial Hindustani at a recent examination: Captain C. S. Dodwell, Captain A. Mc D. Hewitt, Captain J. M. Murphy, Captain H. J. Mortimer, M. C. Captain J. W. Bingham and Captain E. J. Graham.

The N. C. *Daily News* understands that Mr. E. Gordon Lowder, Commissioner Customs in Hankow, has been appointed to be Commissioner in Shanghai when Mr. L. A. Lyall goes Home on leave next month. Mr. Lowder will take over charge on October 15. Mr. R. H. Wade, Commissioner in Nanking, is going to Tientsin.

A seizure which the Police made yesterday of 10,000 po pin lottery tickets has revealed the existence of a gambling organization at Sun Chun, in the service of which a Chinese, who acted as carrier for the tickets, was arrested yesterday by the Police as he was coming from the Star Ferry Wharf. A Chinese detective, in giving evidence at the Police Court this morning, stated that the drawing for the tickets was to take place on the 15th day of this month. A fine of \$250 or three months' hard labour was inflicted on the accused by the Magistrate.

The case in which Dr. Mehta, of 24 Ice House Street, sued Ching Lum, a merchant of 3, Staunton Street, for \$45, being rent due in respect of the second floor of No. 24, Ice House Street, was again the Puisse Judge at the Summary Court this morning. It will be remembered that the plaintiff gave the defendant notice to leave by the end of July but that defendant went away in the early part of July and refused to pay the rent for that month. This morning Mr. Leo D'Almada, for the defendant, said he was prepared to consent to judgment against him, which was accordingly entered. Mr. Rowan was for the plaintiff.

The following is an extract from an article in the *Journal of Tropical Medicine and Hygiene*: The term "Royal" prefixed to the Society of Tropical Medicine is one which becomes the sovereign who bestowed it, and the subject which the Society deals with. On no society of so short an existence has the term been so speedily bestowed; for it seems but yesterday that Sir James Cantlie called some half-dozen of the best known tropical men to his house in Harley Street and laid his scheme before them. He had the scheme formulated, a set of rules for the society drawn up, the names for a Council and Executive Committee set out, and even the names of the officers already on paper. The President he named was Sir Patrick Manson, the Secretary Dr. Carnegie Brown, and the Treasurer Dr. William Hartigan. Manson and Hartigan were his old colleagues in Hongkong, and Brown the first doctor he met in the Tropics when he called at Peking on his way to the Far East.

AVIATION NOTES.

[BY "METEORITE"]

The first regular mail aeroplane on the transcontinental route arrived in San Francisco from New York on the evening of the 11th instant, three days after its departure from the Eastern Capital. A survey of the geographical features of the route will bring a fuller comprehension of the extensive nature of the undertaking, for apart from the huge mileage figures represented by the distance of the service, it is not all plain flying once the mountainous regions comprising the Alleghenies and the Rockies and other ranges of the West are attempted. New feats in which flight records have to be broken are on the schedule, and where the obvious solution for the progress of the train is in the tunnel, the airman will have to be content with climbing up into the clouds to get well above the many soaring peaks which rise from these regions. The distance of the service entails the establishment of an extensive chain of aerial posts and expense for the United States Postal authorities who father the scheme, but it is interesting to note that optimism prevails as to the business possibilities of the enterprise. So with characteristic Yankee push, the flight was undertaken, and the service has become an accomplished fact.

In a recent speech the United States Postmaster General gave an interesting account of the inauguration of the aerial post into the country, and revealed the financial success of the system which has justified this present big extension of the aerial postal system of the States. In view of this I could not help remarking on the gloomy note struck in the recent report of the Committee on Civil Aviation appointed by the British Civil Aviation Department to enquire into the possibilities of civil aviation. That body after some months of apparently serious effort came to the conclusion that the scheme was not a paying concern, and recommended that the sum of £125,000 be devoted to research work. It has been amply shown in the case of the London-Paris mail service that, properly organised, aviation could be made to pay, and that at not too great an expense on the public is borne out by the proposal to graduate the present charge of half-a-crown for each ounce of mail matter to sixpence. The proprietors of this service can be depended upon to know their own business, and in this connection, it is all the more surprising that the Committee should be so misguided by one or two insignificant instances to form a report which only serves to give a totally false impression on the business possibilities of aviation.

I have received from the Aerial League of America a voluminous batch of correspondence and have gleaned therefrom some detailed information on the parachute which is destined to render the distressed airman the same services which are given by the life-buoy. As a matter of fact the invention is called the "aerial life-buoy," and judging from the report concerning it, the term is not far off the mark. The invention has been brought to a state of perfection, and several tests conducted by daring airmen from the aeroplane itself have justified the expectations which are formed of its serviceability in times of trouble. By a mechanical arrangement the parachute is released at the moment the dive is made, and control over the direction of its flight is obtained by pulling the numerous cords that hold the chute together.

As showing the increasingly important relation in which the meteorologist stands to the airman it may be mentioned that last week before attempting the flight to Haiphong, Captain Ricou was dependent on the forecast of the Hongkong Observatory for information on the weather conditions obtaining on the route. The local Observatory however, was not in the position to furnish any information beyond the report contained in the ordinary daily forecasts, and the aviator had to be content to start out on the chance of meeting with favourable local weather conditions on the various points of the route. As it happened, a gale was encountered at Hoikow, and the flight had to be abandoned for the moment. The tersely worded telegram that was received by the French Consulate created the wrong impression in

BANDMAN SEASON.

"A VOICE FROM THE MINARET."

The purple colouring of a Syrian twilight and against this background the minarets and domes of the Holy City are outlined in strong relief; from the minaret the priest calls the faithful to prayer, whilst over the enchanting City of Damascus, surnamed "The Earthly Paradise" by the Holy Prophet, is hung at this hour a solemn religious atmosphere which strikes a sympathetic cord in the temperament of Andrew Fabian, a holy man with strong religious instincts but who is unholy in the matter of his choice of love. He has made an acquaintance with the wife of an English baronet, and his passion for her entirely subordinates the religious instincts in him, except when the moaning voice from the minaret comes as a reproach to remind him that he is in the Holy Land for the sole purpose of making a pilgrimage to the Holy Places.

Such is the substance of the prologue in the play "The Voice from the Minaret" which the Bandman Company presented at the Theatre Royal last evening. Six years after the foregoing we see Andrew Fabian installed as the vicar in a parish. The memory of that episode in Damascus still remains with him, and with the reappearance of the woman the old spiritual struggle recommences, with the devil the victor in the end. Matters come to a climax when the baronet (Sir Leslie Caryll) has his suspicions of his wife's infidelity confirmed by Fabian's confession, and being, we are told, a cruel, selfish and unsympathetic husband, it is not surprising to see him display such finess in his dealings with the misguided pair. Cynical, self-contained and exasperatingly deliberate in his actions, Sir Leslie is an unpopular character, but the visitation of a weak heart soon puts an end to his troubled life.

Another strong character is Father Elsworth, who proves himself to be the earthly guardian angel of Fabian. His decision in the affair of the erring young man is what one would expect a clergyman to take. He counsels a separation and a winning fight against his passion, to avoid a destruction of Fabian's career, and was quite successful in his ministrations.

The members of the Bandman Company who acted in this play were most successful in their efforts to create the right atmosphere for the story. A drama, it calls for skilful treatment and in his portrayal of Fabian, Mr. O. Twiss fulfilled his role with great skill. Miss Violet Blyth Pratt as Lady Caryll is the woman who sacrifices her love that her lover's career may not be compromised. Mr. Carl Lawson was very convincing in his role of Sir Leslie, and as we have hinted in a portrayal of the character of the baronet, had one of the most difficult parts to perform. Mr. Philip Carlton made a good Father Elsworth. The minor roles were well sustained by Miss Muriel Johnstone, Miss Beryl Barracough, Mr. Norman Thompson, and Mr. Forbes Russell.

To-night the Company presents "The General Post."

With regard to "Billeted" and "General Post," we learn that although both these plays were written during the war and are in a measure based on war plots, they depend for their success on other factors, notably their clever touches of comedy and humour. We understand also that the author of "Billeted," who witnessed the play during the Bandman Company's season in Cairo, was delighted with the performance, and in a congratulatory letter stated that Mr. David Keir, in the character study of the Scotch banker, was better than anyone who had depicted the same part in London.

One newspaper that shortage of fuel and the inability to obtain fresh supplies caused the decision, whereas it was indicated in a communication which the A.P.C. received from their Haikow agent, that a supply of aviation spirit had been laid down at the port. If the truth were told, it would be found that bad weather and not any other adverse circumstance caused the interruption to the flight.

Since writing the above, advice has been received from the local

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

SERVANT REGISTRATION.

Sir,—I have been interested and also disappointed at the frequency with which reference is made in the European press of the Far East to the subject of servant registration, and, following on an editorial on the subject in your last night's issue, beg to point out what I think should be the correct attitude of all progressively-minded people towards the matter.

First and foremost, let us realise that the day has gone by when any class of labour—Eastern—can be regimented and controlled for the benefit of employers. I mean that it is a totally undemocratic and obsolete idea that servants of any class exist simply for the ministering to the wants of their so-called "betters." They are free agents, privileged to work for whom they please, free to come and go just as you and me. What would be the attitude of any reasonable man living at Home if the suggestion were made that the great body of domestic servants in England were to be registered, were to be compelled to carry about licences and certificates; in other words, were to be practically enslaved to the whims, prejudices and overbearances of their employers? Would such a suggestion be tolerated for one moment? And yet, because we Westerners in the East are prone to be blind to the fact that the quality of our servants depends upon our own dealings with them, there is seriously made the suggestion that our domestics should be made our labelled serfs, whose ability to earn a livelihood would hang on the caprice of a former employer.

No, Sir, the day for that kind of thing has gone. It is common knowledge that our Police Department issued "character books" to the employers of all motor car drivers, and employers were asked to record in these books the name of the driver, the date when he was engaged, the date of the engagement's termination, the reason for the man's leaving, and the nature of his conduct. The books were issued with a view to assisting employers to select a driver, but I am happy in the knowledge that the books have proved almost a failure, employers refusing to keep them posted. Let us presume that an employer had to discharge his driver. There may have been "cheekiness" or some other terrible offence. In the man's book would probably be written something quite damaging to his future ability to obtain employment. There's no one to decide the rights and wrongs of the case; the employer might easily have been a short-tempered, irritable, over-bearing individual. And the only result of it is that a man is denied his right to work. That is the very kind of thing that would happen under a registration system. Virtually, we should be placed in possession of a lien on all our servants' futures. We should get no better service than we get now, we should instil no more honesty (there's a very high degree of that already), and we should be creating a few more yards of the very worst kind of Red Tape.

People who talk glibly of servant registration cannot have thought of the effects of such a system for two minutes. If Ceylon has it, then we ought to pride ourselves that we are a little better than our brothers down there. There are enough forces at work for the betterment of us all, without recourse to any action that contains so pernicious a principle as does "registration." If there's going to be any registration at all, let's have registration all round, let's get back to the thralldom of the Domesday Book, let us embrace the entire feudal system all over again. But don't let us discriminate against a class that has and still is serving us well in a humble station.

Enclosing my card, and thanking you for publication.

Yours etc.,

WELL SERVED.

Hongkong, September 22, 1920.

office of the A.P.C. that the flight was resumed on Friday morning. Mr. Fairlie being still the passenger. As to whether the machine had arrived in Haiphong or further, correspondence

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LINES FROM
LINCEUNDODDIE.

"Lincedoddie"
Ecclesferban, N.B.
18th August, 1920.

Dear S—
Just last night, I was looking through the paper when the word "medals" attracted my eye. I don't know why—and this was the paragraph—

"The London Gazette" last night announces the institution by the King of a medal to be awarded to native chiefs or other native dignitaries in the Colonies and Protectorates administered by the Colonial Office who may have merited such distinction by service and loyalty to the Empire. It is to be worn around the neck, pendant from a chain of silver gilt."

Now, thinks I to myself, that's fine and that'll please a lot of the boys in Hongkong, for though it's been given out that they weren't to get a medal for what they did in the Great War, yet it's nice to think that their chiefs and headmen are no going to be left out in the cold. Think what a proud man Dyer, late Chief of the Scotts, will be when the King sends him a brass medal to wear round his neck and wear perfectly tickled to death old Poleaxe, Headman, for a time, of the Dragon Slayers, will be when he becomes the recipient of such a Royal honour. Old Frost, the first elected dignitary of the Kowloon Cavedwellers Cadre and Chief Holyoak for his monster pow-wows and efforts to enlist men in the cause of the Great White Chief, will, of course, be recognised, though in their case, may be a silver gilt chain will have to do.

The tale of Government excesses in printing and stationery, revealed last week, should have a double pangency for the newspaperman. His indignation as a citizen will only be equalled by his professional envy for those fortunate beings who can get so much paper to waste. To the newspaper industry there is a world's shortage of paper; to Whitehall, seemingly, the supply is inexhaustible. Man it's terrible. I, for one, wouldn't grudge the different departments their proper whack of what's going in the stationery line if they would only put the paper to a better use. I read only the other day in a Parliamentary debate how the

Board, sent out forms to be filled in and returned, in an envelope that measured 12 by 18 inches. In many cases, it was stated, the forms had been sent back enclosed in ordinary business size envelopes. It's their head, right enough. If it wasn't that I don't like the idea of putting myself forward I wouldn't think twice about offering myself for the post of Paper Controller, salary to be paid on a commission basis on the economies effected. It would be a nice fat job for somebody.

I see from the papers that they've gotten hold of a man, a Japanese at that, one Tameo Kajiyama to wit, that can do five things at once. It seems he can read, write, figure out sums, talk and listen all at the same time. That reminds me about a woman I once heard about—but now I come to think of it, you story's no' what one would say was suitable for here. But what I was going to ask you was this. What about our Prime Minister the now? I don't suppose L. G. has ever submitted himself to a set test, but my namo's no' what it is, if from his ability to tackle half-a-dozen problems at a time, sometimes I think he's often at half-a-dozen places at once—he couldn't give Tameo Thingmabob a long start and beat him in a canter.

Aye, I admit that Lloyd George's having a sore time of it the now but all the same, provided he's still got his faculties by him, I don't see any reason why he shouldn't be consistent with it all. Now take you Polish business for instance. Just the other day the Labour Party sent him a deputation. There's nothing unusual in that; what was unusual was that the Labour Party didn't settle the Polish question themselves—by Conference. Now listen carefully. This is a bit of the speechifying.

Says Mr. Bevin, the Dockers K.C.—But supposing the Polish people themselves agreed upon a constitution which did not suit the Allied Powers?

The Prime Minister:—What have we to do with that? That is their business, not ours.

Mr. Bevin:—It is their business. The Prime Minister:—Certainly. What have we to say to that? I do not care what the constitution is. If they like to have a Mikado there, that is their business.

Mr. Bevin:—That is what we wanted to know.

The Prime Minister:—Not if it is done by force, you understand.

Only if it is done by their choice. Mr. Bevin:—I quite understand. Aye, we can all understand that. It's quite simple. The Poles decide freely and as like as no by a majority vote. But what about Ireland? Are they not to be allowed to decide freely and by a majority vote? If they chose a Mikado he'd be court-martialled, I suppose.

I've wondered since what Sir Edward Carson must have thought about national independence in this new light!

Near to our place, the carmen havena' gone out on strike, no, nothing so silly as that. But as the increased fares, caused by the bigger wages of the men and the dearer material to run the cars, have caused lots of folk to travel with shank's mare, the Corporation to cut down expenses, have sent fewer cars out, with the result that the carmen won't allow overcrowding on the cars. This sounds a bit after the style of "The House that Jack Built" but it's true for all that.

Well to get on with my story. Last Saturday night by a strange chance it was raining. The severe drought which had lasted for half an hour at least, was at an end. That's the new fashion in weather nowadays. Well, just as I was saying, I got abreast of the island when the last car hove in sight. Man, the lights shone through the rain like a beacon of hope. That's the poetical way of putting it, but, to repeat it in everyday language, it was just the same feeling as ye have when the ricksha turns the corner and ye can see from windows that the wife hasna' gone to bed herself, leaving you to fumble in the ice chest and plunk corks in the dark. Ye ken what I mean? Going to bed in the dark's bad enough but when ye've encountered enraged femininity and a tight-drawn mosquito curtain between you and your night's sleep—well married life's no' aye what it's cracked up to be, mind I'm telling ye. I mind once of MacPherson—but that's a different story altogether.

As I was saying, the car, it came in sight. In a whisk o' an eyelid the fine old British tradition of women and children first went by the board—by the footboard, as a matter of fact. As it was, the car was nearly full up by the time it got our length. So, for that matter, was the conductor, but he soon took the situation in hand. "Only standing room for six inside and four on the top" he announced deliberately. It sounded familiar. And then I minded that this was the new policy of making the trams fit for heroes to ride in.

The crowd, however, clung for dear life to the one thing that stood between them and a wet walk home. Them that couldn't get their hands on the car, got them on somebody who was more likely to get it.

"Six inside and four on the top" repeated the Squire of the punch and the copperbag, the rest of you'll have to get off. The car stood still as it had often done for varying periods and other reasons. Meanwhile the driver lay low and "sed nuffin" unless maybe below his breath.

"Has ye nae bairns o' yer ain?" asked an angry female trying to shove a wee nacker through the scrum. The conductor began to snort. He was softening. But he took a pull at himself. His nerve returned.

"Six inside and four on the top" repeated the conductor in a kind of frenzied chant, and meanwhile a gentleman carrying some excess luggage of the kind the prohibitionist is up against, accompanied him with a tum-tiddle-tum-tum-tum step dance on the island.

"How's that (hic) for a breakdown?" enquired he. "Aye," says the conductor kind of absentmindedly, "breakdown, aye, this system's the limit" but then pulling himself together again he started his recitative "Six inside and four on the top."

An ancient topped with one of you square kind of bowler hats, then informed him what wasna' likely to be found inside him, either top or bottom, "aye, even if ye were groupit over wi' a lichter candle," but it was of no avail.

Off the surplus had to come, "Right" shouted the conductor and there was a whirr of a wheel in front.

Suddenly out of the darkness of the downfall three figures came sprinting hand for the moving lights. The conductor put up a forbidding hand. "Nothing doing" he shouted as a parking salute "we've got our numbers."

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"Damn the numbers" said one of the trio breathlessly. But the car was by this time, like Willie Muir's swine, on its way home.

And we had to walk home. So had three from conductors after a hard day's work pushing excess passengers off their cars!

Last month holidaying with MacPherson, when waiting on him on the sands to put on his shoes and stockings after wading, there was two Glasgow women sitting a bit off us. I was listening to the colloquialism.

"Aye, Mrs. Tamson," says one of them, "an' so Jeannie's got mair?"

"She has that, Mrs. Macalpine."

"An' boo's she gettin' on?"

"Oh! no' sae bad at a'. There's only one thing the matter. She canna' bide her man. But, then there's aye something!"

Aye, there's aye something. Poor old Lloyd George must have gotten one of the shocks of his varied and exciting life the other night when he learned through the newspapers for the first time that the French Government had decided to recognise General Wrangel as the ruler of South Russia. Aye, it was an amazing bit of business right enough, and just when the British Labour Party had decided that we were not going to war on behalf of the Poles.

And I think they were quite right too. We've just about had enough of this follow-my-leader and Wrangel Tangle kind of business. All the anti-Bolshevik leaders have been bursted flushes anyway. If it wasn't Denikin's rear that was being pushed in, it was Judenitch yodelling for help or Koltchak's push getting it in the neck by the Red Armies. And I don't think but what our Labour Party is perfectly right in its contention when it maintains that the British Government has not been guiltless in assisting these forlorn hopes and has thus helped to keep the fires of war burning in Europe all along.

Of course the reason is as plain as the nose on your face. Russia owes us all money. Britain I honestly believe isn't so much worrying about that; our Government never was prone to worry about other folk's money anyway, but the French are still as keen debt collectors as ever and if General Wrangel can wrangle it for them, well, the French are on their side every time. You bet!

To help to complicate the situation I see that the United States Government has issued a Note laying down the moral law to the Bolsheviks. Now when the Washington Government cannot influence their own Senate to take their rightful part in fixing up the Peace Treaty or in paying their subscription as members of the League of Nations, I don't think their contribution cuts any ice at all. The Election is too near to allow the President's opinion to be other than personal anyway. What ever way it's going to end, the people of Great Britain have made it sufficiently clear that there's nothing doing in the war line—at least abroad. We've got plenty of it at home as it is.

And Mr. Lloyd George is I think very sensitive to public opinion, and much as he may have liked to have followed France as an Ally, he's had to draw the line this time and sit up and take notice.

What's more forbye, by the time he's got the Irish question fixed up good and proper he'll

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have had all the war he wants this side of the Jordan.

Last week in the midst of Irish indignation, Labour lashings and the promise of another war, the House of Commons found time to think of setting up a statue to the late Joe Chamberlain. Both Asquith and Lloyd George had had some very nice things to say of their late opponent. I may be wrong but I doubt if there was any real sincerity with either of them. Of course it's one of the easiest things in the world to say something nice about a man when he's dead. We're inclined that way—more or less—but I must say that living or dead I never had any time for the elder Chamberlain. It canna' be denied or forgotten that it was his complete mishandling of the Transvaal franchise question that was the means of plunging this country into a long and costly war. And it took all our resources and wealth at the time to get the upper hand of the Boers. A more inglorious, shameful war was never waged, the absolute injustice of which was revealed in the House of Commons years after. If it hadn't been for the courage and political sagacity of Campbell-Bannerman in giving back to the Transvaal the rights of self-government, that country would have been a plague spot in the Empire even worse than Ireland is to-day. But L.G.'ll have to sup a lot of porridge yet before we can ever rise to the solid statesmanlike qualities of "C.B." and, what's may be more to the point, why should a colossal blunder be commemorated by a statue, even if it has to be put up at the public expense?

Yours etc,
R. McW.

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Through Bills of Lading issued to all parts of United States or Canada.
"Movements subject to change without notice."

For particulars for freight apply to—
THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR. 792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Mantor	B. & S.	Sept. 22
Kanawda	P. & O.	Sept. 22
Tanyo M.	N. Y. K.	Sept. 22
E. of Asia	C. P. O. S.	Sept. 23
Khiva	P. & O.	Sept. 23
Atlas M.	O. S. K.	Sept. 25
West Himrod	S. & D.	Sept. 27
Arabia M.	O. S. K.	Sept. 27
Van Waevel	J. C. J. L.	Sept. 28
Korea M.	T. K. K.	Sept. 30
Katori M.	N. Y. K.	Sept. 30
Eledra P.	S. T. Co.	Sept. 30
Tosa M.	N. Y. K.	Oct. 1
Changsha	B. & S.	Oct. 1
Hungaria	D. & S.	Oct. 3
Euryppus	B. & S.	Oct. 3
Tamba M.	N. Y. K.	Oct. 4
C of Dunkirk	B. L.	Oct. 5
Tyndareus	B. & S.	Oct. 5
St. Albans	P. & O.	Oct. 6
W. Hepburn	R. D. Co.	Oct. 6
Nankin	P. & O.	Oct. 8
Tajima M.	N. Y. K.	Oct. 8
Baarn M.	J. C. J. L.	Oct. 8
Stentor	B. & S.	Oct. 8
Harold D.	R. D. Co.	Oct. 9
Maduan	P. W. & Co.	Oct. 10
Titan	B. & S.	Oct. 10
Morioka M.	N. Y. K.	Oct. 12
Helenus	B. & S.	Oct. 12
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 15
Melville D.	R. D. Co.	Oct. 15
Mishima M.	N. Y. K.	Oct. 15
Matoppe	B. L.	Oct. 15
West Ira	R. D. Co.	Oct. 15
Pelens	B. & S.	Oct. 19
Nikko M.	N. Y. K.	Oct. 20
Tenker	B. & S.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tydeus	B. L.	Oct. 24
Monteagle	C. P. O. S.	Oct. 25
Tenyo M.	T. K. K.	Oct. 25
Dakar M.	N. Y. K.	Oct. 29
Jason	B. & S.	Oct. 31
Teiresias	B. & S.	Nov. 3
W. Hixton	L. A. Co.	Nov. 4
Nile	C. M. Co.	Nov. 6
Ikion	B. & S.	Nov. 12
C. of Naples	B. L.	Nov. 15
Shinyo M.	T. K. K.	Nov. 22

JAPAN, COAST PORTS, ETC.

Kashgar	P. & O.	Sept. 22
Taming	B. & S.	Sept. 22
Hopsang	J. M. Co.	Sept. 23
Sunning	B. & S.	Sept. 23
Kanchow	B. & S.	Sept. 23
Haihong	D. L. Co.	Sept. 24
Taksang	J. M. Co.	Sept. 24
Kwaisang	D. L. Co.	Sept. 25
W. Henshaw	S. & D.	Sept. 25
Yingchow	B. & S.	Sept. 25
Kailong	B. & S.	Sept. 26
Kwongsang	J. M. Co.	Sept. 26
Tjimanock	J. C. J. L.	Sept. 27
Yatshing	J. M. Co.	Sept. 28
Kueichow	B. & S.	Sept. 28
Cheongshing	J. M. Co.	Sept. 28
Fooksang	J. M. Co.	Sept. 28
Luchow	B. & S.	Sept. 28
Szechuen	B. & S.	Sept. 28
Kitano M.	N. Y. K.	Sept. 30
Haiyang	J. C. J. L.	Sept. 30
Yotorofu M.	N. Y. K.	Sept. 31
Tomimra M.	N. Y. K.	Oct. 3
E. Crown	S. & D.	Oct. 14
Aki M.	N. Y. K.	Oct. 16
Hokuto M.	D. & Co.	Oct. 19
L. Faulth	P. M. Co.	Oct. 24



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe)
"ICONIUM" ... About Oct. 5th.

For PORTLAND direct.
(Calling at Shanghai and Kobe)

For SEATTLE.
Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
Telephones 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "ELDENA"
ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

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HONGKONG TO SAN FRANCISCO.
Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th
TENYO MARU	22,000	Oct. 23rd
SHINYO MARU	22,000	Nov. 23rd
PERSIA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.
STEAMERS. TONS. LEAVE HONGKONG.
SEIYO MARU 14,000 Nov. 9th
KIYO MARU 17,200 Jan. 10th

For full information regarding passengers, freight, and sailing apply to:—
Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

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FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.
"CHINA" "NANKING" "NILE"
Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Princes Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
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UNITED STATES SHIPPING BOARD.
ALSO
Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK. GREEN STAR LINE. NEW YORK.

Operating Baltimore via Panama Service to the Far East.
TO MANILA, SAIGON & SINGAPORE.
"WEST HENSHAW" ... 25th September.

TO SAN FRANCISCO & SEATTLE.
"WEST HIMROD" ... 27th September.

TO CUBA, NEW YORK & BALTIMORE.
"CHIPCHUNG" ... 29th September.

Through Bills of Lading issued to all U.S. and Canada, Overland Common Points.
HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd. Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.
"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.
For freight and further particulars, apply to

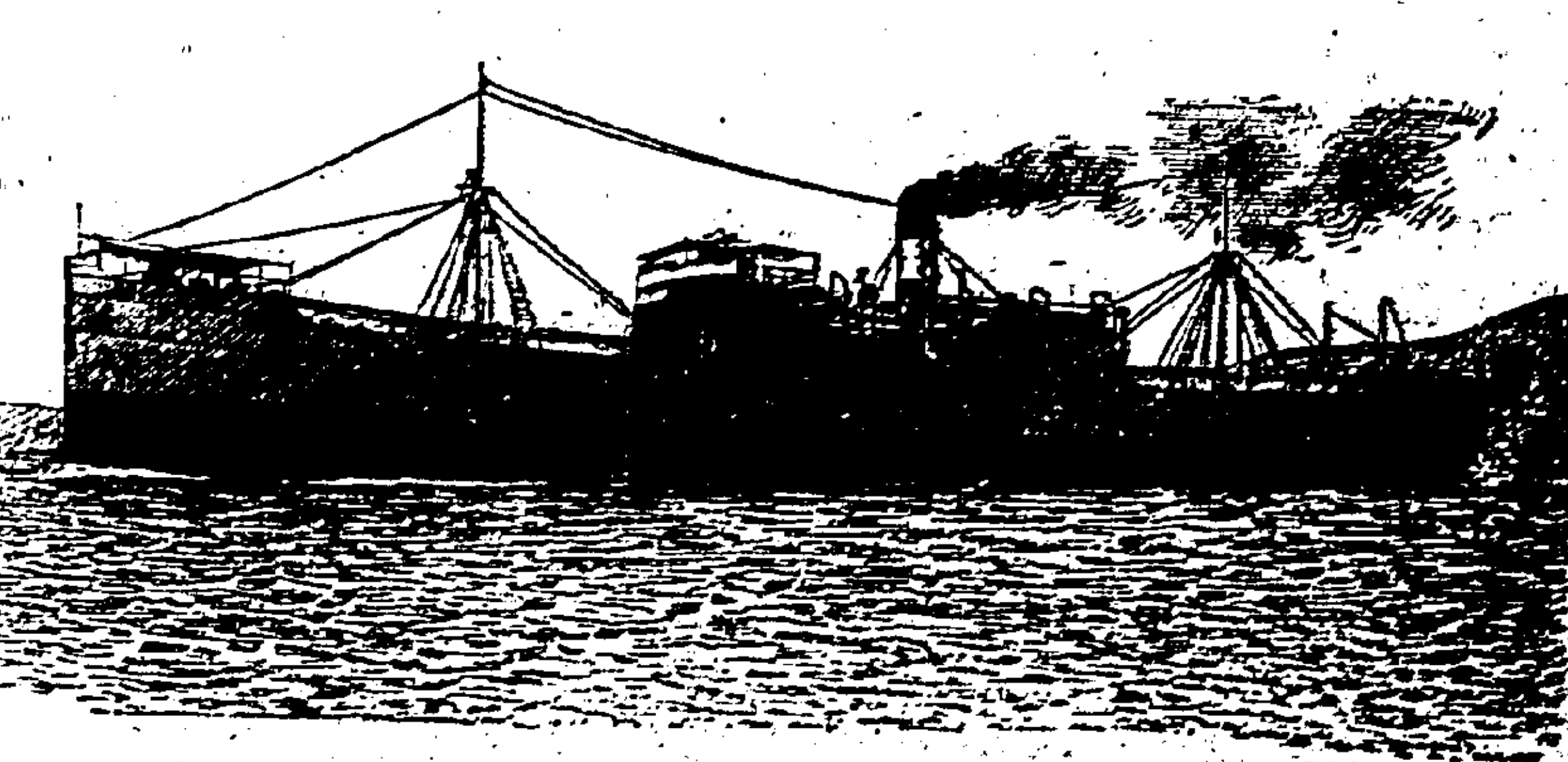
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,135 tons G.W.
Built and engaged by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager.
"K.M. DYER" B.S. & S. M.B. & L. Co. Ltd.

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(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRINIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,000	25 Sept. d'light	M'lea, London & Antwerp.
NANKIN	8,500	8th Oct.	M'lea, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	23 Sept. noon	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane & Sydney.
ST. ALBANS	4,500	6th Oct.	

Omits Sandakan.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,000	22 Sept. d'light	Shanghai, Kobe & Y'ama.
TORILLA	5,200	3rd Oct.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than Eight X Two X One will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

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22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... Thursday, 14th Oct., at 11 a.m.
(Omitting Keelung and Shanghai.)

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at noon.

MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

MAKARA MARU ... Friday, 29th October.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTORI MARU ... Sunday, 3rd October.

WAKASA MARU ... Friday, 29th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 30th Oct., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.

CALCUTTA MARU ... Sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via Cape.

TOSHA MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU ... Thursday, 7th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMINRA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KIRIN MARU ... Tuesday, 28th September.

KITANO MARU ... Thursday, 30th Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Thimancoek	Java	in port	25th Sept.	Yokohama.
Halyang	Java	23rd Sept.	30th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.

NEXT SAILING.

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Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

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Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners's option.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "HOKUTO M." sailing on or about 19th Oct.

S.S. "BORNEO M." sailing on or about 30th Oct.

For JAVA, S.S. "SAMARANG M." sailing on or about 10th Oct.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINIA	Oct. 10	S.S. VINIA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Seifaka, Santa Fe and Southern Pacific Railroads.

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HONGKONG OFFICE: Prince's Building, Chater Road.

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHARDSON, General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'au via S'ow	Hopsang	Thur., 23rd Sept. at d'light.
MANILA	Taksang	Fri., 24th Sept. at 3 p.m.
STRAITS & Calcutta	Kwalsang	Sat., 25th Sept. at 3 p.m.
SHANGHAI	Kwalsang	Sun., 26th Sept. at d'light.
TIENTSIN	Cheongsang	Tues., 28th Sept. at d'light.
KOBE	Yatsing	Tues., 28th Sept. at 3 p.m.
STRAITS & Calcutta	Fooksang	Tues., 28th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about 25th Sept.

at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "FOOKSANG" will be despatched on or about 28th Sept.

at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HONGKONG	Hanyang	23rd Sept. at 9 a.m.
SHANGHAI	Sunning	23rd Sept. at noon.
MANILA, CEBU & ILOILO	Klukiang	23rd Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
PAKHAI & HAIPHONG	Kailong	26th Sept. at 9 a.m.
SWATOW & BANGKOK	Luchow	28th Sept. at 10 a.m.
AMOY, SHAI & PUKOW	Szechuen	28th Sept. at 10 a.m.
W'WEL C'FOO & TIENTSIN	Kueichow	29th Sept. at 4 p.m.
SHANGHAI	Sinkiang	30th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept., 22, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloons and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Passmore	FRI., 24th Sept. at 2 p.m.
Mailoong	J. S. Thomson	TUES., 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	5th Oct.
"CITY OF DUNKIRK"	via Suez	5th Oct.
"TYDEUS"	via Panama	24th Nov.
"CITY OF ARA"	via Suez	3rd Dec.
"ROMEO"	via Suez	20th Dec.

Calls at Boston.

Steamers connect via New England & Atlantic Coast Lines.

Subject to change with and without notice.

For freight and passage apply to

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.

SHIPPING.

VESSELS ARRIVED.

The British steamer UNOAS brought here 5,800 tons of fuel oil in bulk for the S.O.C. from San Pedro (Cal.)—Mooring Lai Chi Kok.

The Blue Funnel TEIRESIAS arrived here this morning from Glasgow with 1,483 tons of local merchandise and 6,991 tons through freight. She had 104 bags of mails.—Mooring Holt's Wharf.

From Kobe and ports the E. and A. KANOWNA which arrived here yesterday brought 21 bags of mails and 4,008 tons general transit cargo.—Mooring A. I. She reports cholera at Moji and Kobe.

The C. N. C.'s YINGCHOW, brought 350 tons local and 1,000 tons transit cargo from Twington and Northern ports. She arrived this morning.—Mooring C. 33.

The Blue Funnel MENTOR, had on board 9,491 tons transit merchandise on arrival here this morning. She brought very little cargo for local consignees.—Mooring, 21.

This morning there arrived the O. S. K. KAIJO MARU, from Keelung.—Mooring wharf. Coal to the extent of 3,523 tons was delivered here by the KOK-KOSAN MARU yesterday. She is in quarantine.

Merchandise amounting to 3,453 tons was consigned here by the KATORI MARU which arriving here this morning. She also brought 193 bags of mails from Seattle and ports of call.—Mooring No. 2 Kowloon Pier.

Rice and general cargo amounting to 1,600 tons were discharged here by the Thoresen & Co.'s vessel SKIELD which arrived this morning from Haiphong.

MOVEMENTS OF STEAMERS.

The N. Y. K.'s KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The N. Y. K.'s s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K.'s s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 27th September.

The s.s. TEIRESIAS (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The s.s. MATTAWA arrived at Moji on 20th Sept., leaves there 20th Sept., and is due at Shanghai on 23rd September.

The T. K. K.'s s.s. SHANTO M. arrived at Yokohama on the 20th instant, and sails on the 22nd instant for Honolulu and San Francisco.

The T. K. K.'s s.s. ANYO M. arrived at Yokohama on the 19th instant, and sails on the 23rd instant for South America via Honolulu and San Francisco.

The I. B. s.s. TANDA left Moji for this port on the 21st instant at morning and is due here on the 25th inst. at about morning.

The P. & O.'s s.s. KHIVA left Shanghai for this port on the 21st instant at 2.30 p.m. and is due here on the 24th instant at about 6 a.m.

The N. Y. K.'s s.s. TAJIMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai on the 21st September, and is expected here on the 1st Oct.

PROGRESS AMONG THE JAPANESE.

Another advance, of an international aspect this time, which the recent tournament at Broadstairs brings to notice, is that of the Japanese. Mr. Y. Mishimi, a Japanese golfer who plays at Oxhey, and is one of a party of players from the Orient whom Ted Ray has had under tuition, had a handicap of 15 and reached the semi-final stage. The game has been making great strides in Japan, and as competent observers agreed a good many years ago, there are great possibilities in the Japanese in regard to the game of the links. With their quickness of eye, wrist-power, and good physique with activity, they should have a facility for the playing of ball games. Mishimi is the Lawn Tennis Champion of Japan, and was an example of these qualities. A Japanese golfer who is reckoned to be about equal to the best English golfer, and who has been playing for some time at Oxhey, is another example of these qualities.

CAPTIVATING DANCE FROCKS



Adorable are
The Quaint
Empire Frocks

A Youthful Model
with Flowers Instead of a Sash Bow

Frocks with these
Big Sashes are Wonderfully Smart

Modes of the Moment.

There seems to be no diminution of the favour for black evening gowns. A modern dance gown of black silk net makes a black tulle model of ten or a dozen years ago seem actually heavy by comparison. In those days tulle dance frocks were made up over linings of black satin; now the foundation frock is of several layers of black net or chiffon, and the foundation bodice is merely a strip of black satin supported by shoulder straps. The black dance frock pictured is an example of the modern airy type. The shirred silk net bodice, hip-flounces and skirt draperies weigh almost nothing. The foundation skirt is made of black net over black chiffon. The only solid bit of material is in the bodice lining—a strip of black satin supported by straps of flesh tinted tulle.

A little weight is given this bit of black thistledown by jet fringe and ornaments on the skirt and by a band of jet bead trimming at neckline.

NEW SASH IDEAS.

This black net dance frock has a most interesting sash. There is an all-round girde of folded black tulle and the strip of rose pink ribbon at the back ends under the flower clusters. White camellias, mauve poppies and pinkish gold leaves form the flower clusters—rather an expensive sashbow but very effective.

Two other very interesting sashes are pictured on to-day's page. One is a sash of tulle with a bunchy bow lifted high at the back—very smart indeed. And the other is a sash of ribbon with ends that form a short train, below the edge of the skirt. Double faced ribbon was used for this sash and when one calculates the yards necessary to make the long ends and the five or six long loops, one gets an idea that this sash, also, forms a substantial item of expense in the costume.

The dance frock which the long, trailing ribbon sash adorns is a particularly distinguished frock by Joseph. Its lines are rarely beautiful and graceful, the surplice bodice appearing to consist of a dropped drape of half-nude styles of a few seasons ago. The lavender printed Georgette shown has a very modest sash, shown in a very modest sleeve to the elbow.

The square décolletage and severe shoulder line, with perfect absence of sleeve are very smart indeed, and the gorgeous sash sets off the whole with amazing effect.

SOFT FABRICS SOFTLY USED.

Chiffon and lace play their part in the new dance frocks. There are a few models of silk or satin, but the majority are of airy materials. The exceptions are frilly dance dresses of shimmering chiffon tulle in vivid colours like sunset yellow, apricot, watermelon pink and so on.

The average girl looks at her best in one of the lovely, soft dance frocks of chiffon, silk net or lace. Two enchanting models of this type are pictured. One carries the bunchy but modish sash referred to above; the other is a delectably feminine little frock of lace frills. So soft and airy is this lace frock that even a plain woman could hardly fail to be fascinating in it. Over a foundation of the sheer lace is draped a surplice bodice of cream silk net. The sleeves are of this net, with wide draped ruffles of the lace. The skirt has cascade-flounces of lace over a pleated and draped tunic of net and underneath is a foundation skirt of black satin which makes the upper part of the frock all the softer and more airy by contrast. The sash is of black velvet ribbon with a bow at the back; and a long loop making a panel at the front. Above this panel is a cluster of roses in shades of tearose and mauve. The other frock is of figured georgette showing white and grey printings on a pale lavender ground. The sash is of even paler lavender chiffon and the delicate lavender tints are set off by the under bodice and skirt of white tulle, which are revealed at the sides of the costume.

All the frocks described so far show a pronounced improvement in the matter of décolletage over last year's models. Daring effects are not as popular as they were, especially on very young women and the new evening gowns are much more attractive with their soft draperies than were the severe-of-line, bare-shouldered, half-nude styles of a few seasons ago. The lavender printed Georgette shown has a very modest sash, shown in a very modest sleeve to the elbow.

shoulders. The Joseph dance frock has no sleeves but the bodice comes up over the shoulder and has a modest square décolletage. And the neckline of the black tulle frock is decidedly high.

Only a slim young girl could wear the lovely little Empire frock pictured, this adorable frock which is made of pleated white chiffon embroidered with tiny white beads. Between these bead-embroidered panels are pleated panels of filmy lace. The bolero of latched white ribbon overlaps a white satin sash on which is a quaint cameo ornament.

A Semi-Evening
Frock of
Printed
Georgette
with
Fringed Net
Sleeves

Lace and Pleated
Net Over Black
Satin Make
an Evening
Frock that is
Practical yet
Formal Enough

TWO Dainty FROCKS.



Above are shown two pretty lace frocks. One is entirely of lace, a hooped tunic dropping tiny clusters of orange flowers over a lace petticoat and the lace, short-sleeved bodice attached to the skirt with a solid belt of flowers. Then there is finally a lace hat with its wired brim turned up flat in front and a single cluster of orange flowers pinned to the point thus made.

The second frock, is a yellow organdie lavishly trimmed with bands of flat lace. Flowers, French roses, brushed to the skirt and the bodice, and the skirt is also on the skirt.

ON MATCHING COLOURS.

SOME DIFFICULTIES.

Blue is the most deceitful colour to match. All shades give a good deal of trouble, but the most difficult is the regulation "medium blue." The blue becomes almost a purple in artificial light. All shades of blue become more purple in tone when they are shown under any light except that of mid-day.

Violet is nearly as difficult to match as blue. A violet that is cool-toned in daylight shows warm tones at night. Red will appear more yellow under artificial light, and so will green. Grey is a satisfactory colour to choose for an evening gown, for unless it has a yellow tinge it will not change colour under artificial light.

"Any woman who has ever worn a black dress or costume knows how difficult black is to match. No black silk is really black. A piece of silk may seem black to the casual observer, and it may be called black, but it is not really black, at all. It is dark brown, or dark blue, or dark red. Matching black goods, therefore, is difficult, because one must be able to tell whether the black has more of brown, red, or blue in it and match it to a piece of black goods containing the same colour value.

Nor is there any such thing as pure white silk. There are three colours of so-called white silk; oyster, which is sometimes called pure white, though it has a slight blue tinge; ivory, which has a tinge of pale yellow; and cream, in which the yellow tone can be plainly seen.

Soft silks are easier to match in colour than stiff silks. Colour varies with texture. A thin piece of silk of the identical dye as a heavy piece looks lighter in colour.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: XL

"Who comes next?" asked Nancy, tying on her apron. She and Nick had returned to Scrub-Up Land, as they had finished their errand in the Land-Where-Spring-Was-Coming.

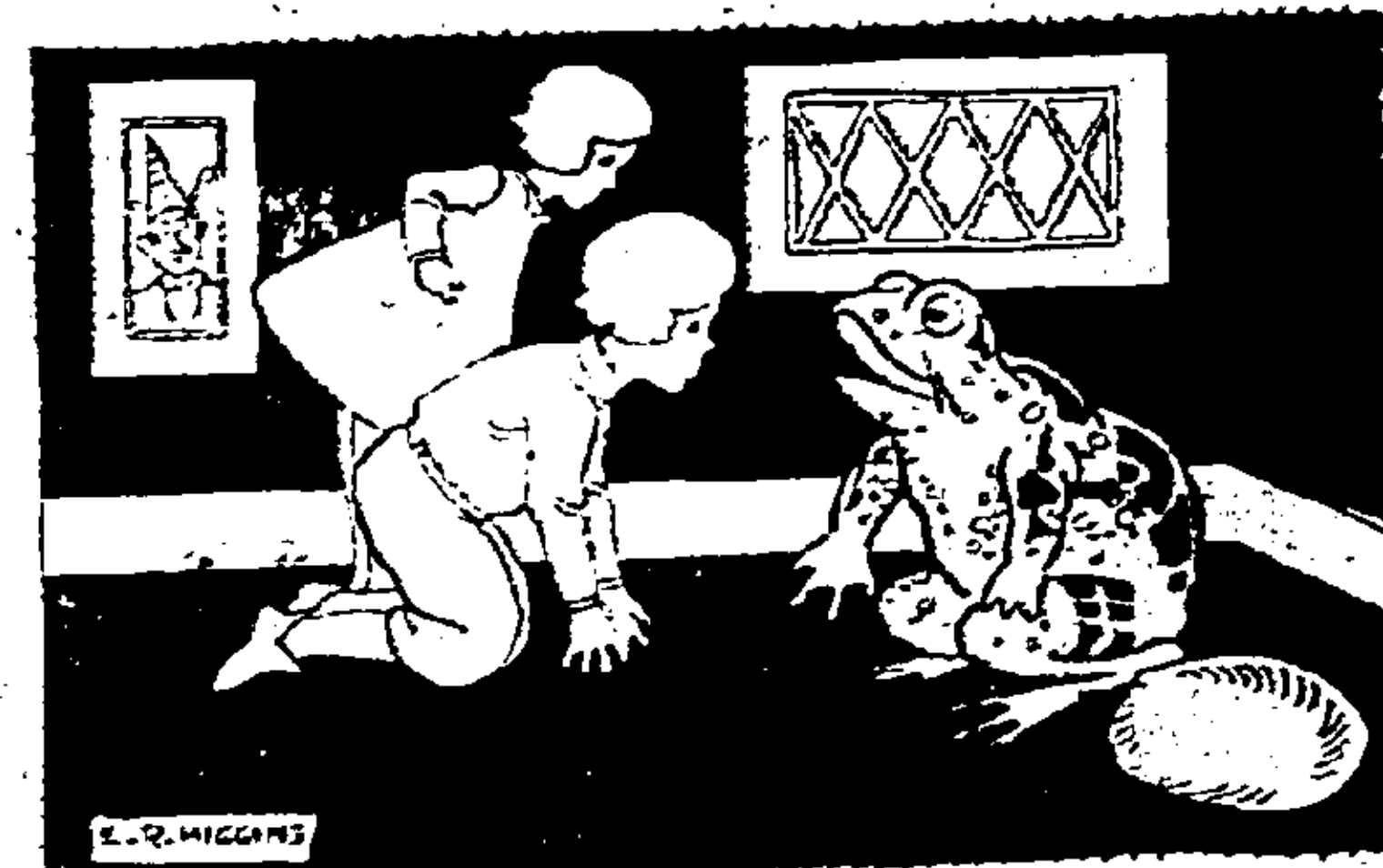
Rubadub, the fairyman, nodded toward the corner where there was a great snoring behind the door. "Phil Frog's next," he said meaningly. "See if you can get him awake."

The twins tiptoed over to where Phil lay, with his head on a little pillow, and yelled "Boo" at him.

Phil smiled broadly in his sleep, and murmured drowsily, "That's lovely, Miss Pollywog! Simply lovely! Would you mind singing that last note again?"

The twins were much astonished at such an answer, but Phil was soon snoring again.

Nick gave him a little poke—no, it was a good-sized poke—and shouted, "Wake up! Hey! Wake up, you!"



"Is it really fly-time?" he beamed. "Good old fly-time!"

But Phil only smiled again more sweetly than ever, and said, "Adorable creature! How I love the touch of your soft hand!"

"Well, I never!" said Rubadub, arriving on the scene. "Singing pollywogs! Adorable creatures! Humph! Mr. Frog must have been eating cheese and pie before he went to bed, to make him dream like that. Wait! I bet I can wake him up, and I won't throw cold water on him either." And going quite close to Philip's ear he yelled, "Flies! Flies!" as loud as he could.

That got him! Up he sat, blinking hard and smacking his lips expectantly.

"Is it really fly-time?" he beamed. "Good old fly-time! My! I haven't seen a fly since paper was a penny. You see, I've been down under the mud all the winter, and I came here to get cleaned up before going to the Land-Where-Spring-Is-Coming. I must have fallen asleep again."

"You did," said Rubadub. "And you're as shabby as an old shoe."

(To be continued next Wednesday.)

WIRED VEILS.

The veil, an important item of the fashionable woman's wardrobe, shows many smart variations. At present, Paris is standing sponsor for the veil that is lightly wired to stand away from the face. Very delicate fabrics, always embroidered, are used.

MUSLIN AND LEATHER.

A frock of white organdie muslin, banded and piped with soft black leather, was a great attraction in a Bond-street show-room recently. Muslin and leather sound a bad mixture, but in this case it was a very happy one.

